

THE WORLD'S FAVOURITE AIRCRAFT MODELLING MAGAZINE



17
REVIEWS
INSIDE

WIN
Humbrol
Acrylic Paint
Five sets to be won!

He 162 Volksjäger

FREE INSIDE



Part 6
16 page
guide

Squadron

Scaling down
German Tornados
in 1/144

Show Report
East Midlands

- Sopwith Tabloid
- Black Arrows Hunter
- Beech Staggerwing
- Christen Eagle

First Build 1/48 F-16CJ
Tamiya's New Fighting Falcon



www.sampublications.com



Vol 13 Iss 6 June 2007 £3.95

WARBIRDS

New Releases

Spitfire Mk.Vc



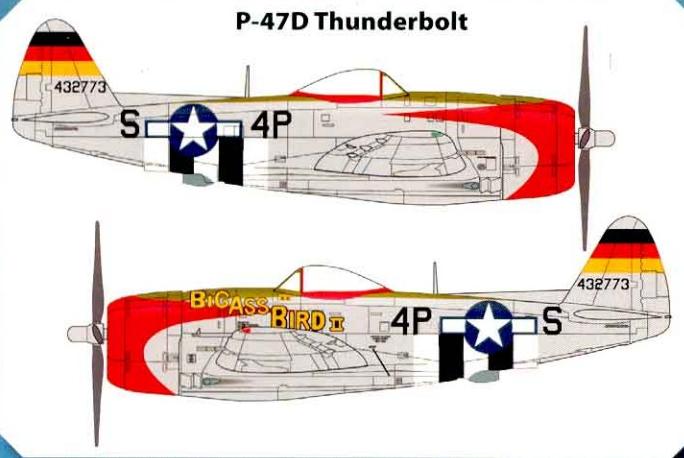
British Spitfire Mk.Vc UP-A "JEN III" 79th Squadron ~ A58-262, 1944. Spitfire Mk Vc with the code "UP-A", designated 79 Squadron and "A" the flight. About 250 of these variants were shipped to Australia for use by No. 1 Wing of the RAAF. The "C" in the name referred to the new four 20mm cannons that were carried on the wings. Scale 1:72. P/N DR50167

Messerschmitt Me262A-2a



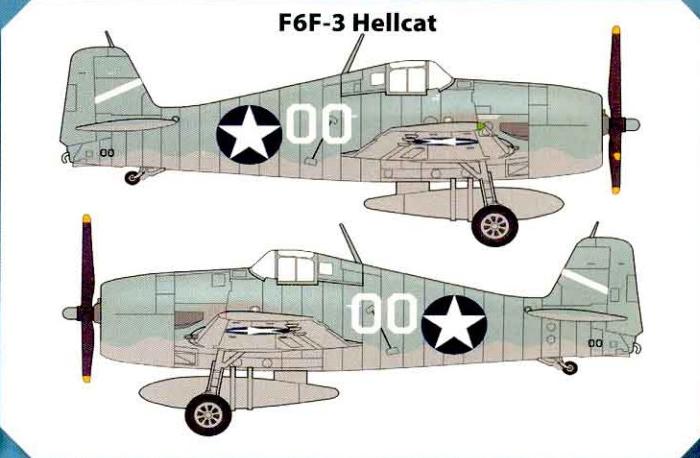
Messerschmitt Me262A-2a Bomber, 9K+BN, 5./KG(J) 51 "Edelweiss", Schwabisch Hall 1944. The most advanced fighter of the Second World War, but to few Messerschmitt Me262s were deployed by the Luftwaffe at too late a stage to affect the course of the air war over Europe. Scale 1:72. P/N DR50190

P-47D Thunderbolt



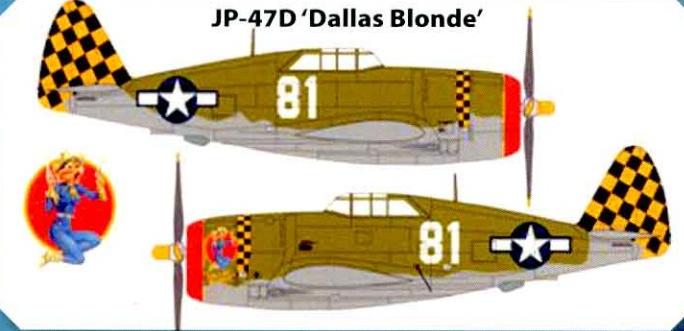
P-47D-40-RA Thunderbolt "Big Ass Bird II" Howard M. Park, 9th AF/406th FG/513th FS, 1944-45. The American Republic P-47 Thunderbolt, also known as the "Jug," was the largest single-engined fighter of its day. Scale 1:72. P/N DR50203

F6F-3 Hellcat



F6F-3 Hellcat, "White 00" CVAG-5 USS Yorktown, May 1943. Dragon Warbirds' brand new 1/72 scale replica is of Commander Flatley's "White 00" F6F-3 Hellcat as it appeared during his tour aboard the USS Yorktown. Scale 1:72. P/N DR50240

JP-47D 'Dallas Blonde'



JP-47D "Dallas Blonde", 319th FS 325th FG, "White 81" ~ Lt. Don Kearns. "Dallas Blonde" has the unique checkerboard livery on the engine cowling flaps and tail, plus the "Dallas Girl" artwork. Scale 1:72. P/N DR50274

B-17F-25 Flying Fortress 'The Duchess'



B-17F-25 Flying Fortress "The Duchess" 358th BS, 1944 ~ 1st B-17 in Dragon Warbirds. This B-17F-25 model is christened "The Duchess", as flown by the 358th Bomb Squadron of the USAF in 1944. Scale 1:144. P/N DR51003

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Publisher ■ SAM Publications

Managing Editor ■ Mike Jerram

Email mike@sampublications.com

Deputy Editor ■ Gary Hatcher

Email gary@sampublications.com

Associate Editor ■ David Francis

Email davide@sampublications.com

The editorial emails are ONLY to be used for editorial submissions. They are NOT for subscription payments or queries, back issues or Modelers Datafile orders. Please send all of these to the SAM Publications address detailed at the top of this column.

Art Director ■ Simon Sugarhood

Aviation Illustrations ■ Jerry Boucher (UK);
Michele Marsan (Italy)

Aviation Historians ■ Harry Woodman (UK)

Contributors this month:

- David Francis UK ■ Tony Gloster (UK)
- Tony O'Toole (UK) ■ Neil Pinchbeck (UK)
- Garry Prettyman (UK) ■ John Wilkes (UK)

Kit Review Team this month:
 ■ John Bisset ■ Chris Busbridge ■ David Francis
 ■ James Griffiths ■ David Holman ■ Dave Hooper
 ■ Paul Janicki ■ Tim Large ■ Andy McCabe
 ■ Angelo Picardo ■ Simon Uglow ■ Todd Zeik

Advertising Manager ■ Joanna Brooks

Tel: +44 (0) 8707 333733

Email joanna@sampublications.com

Distribution ■ Odyssey Publisher Services Ltd
7 St Andrews Way, Devons Road, Bromley by Bow,
London, E3 3PA, UK Tel: +44 (0) 870 240 2058

North American Distribution ■ Disticor
695 Westney Rd South, Suite 14, Ajax, Ontario,
Canada L1S 6M9 Tel: +1 (905) 619 6565

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**Scale
AVIATION
Modeller
International**

Volksjäger!

546 by Tony Gloster

1/32 Revell

The Heinkel He 162 Salamander with Airwaves Update set, and cover colour art by John Fox



Competition

589 5 sets of Humbrol Paints
to be won!

REGULARS

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**Hot off the bench!
F-16CJ Falcon**

512 by David Francis

1/48 Tamiya

The just-released F-16CJ Fighting Falcon



Feathered Friend

570 by John Wilkes

1/32 Airshow Models

Building the Christen Eagle aerobatic biplane with photos of the full-size by Mike Jerram



Black Beauty

554 by Gary Prettyman

1/32 Revell

A Hawker Hunter in the colours of RAF aerobatic team the Black Arrows, formed 50 years ago. History of the Black Arrows and contemporary photos by Mike Jerram



Staggerwing!

578 by Tony O'Toole

1/48 AMT/ESCI

Beech G17S converted as a WWII Royal Navy Traveller II, with photos of the full-size aircraft by Mike Jerram



Schneider First

560 by Neil Pinchbeck

1/48 Special Hobby's

Sopwith Schneider floatplane as the Tabloid conversion that started the Schneider Trophy contest



Scaling Down

522 by Gary Hatcher

1/48 Revell

'99 Red Balloons'

Five Panavia Tornadoes finished in German Luftwaffe/Marinelieger colours

It's been another hugely busy month for the kit industry, with something like eighty new releases reaching the shelves – and that's just the items we are told about! Cottage industry manufacturers are constantly adding to the pile all over the world, and there are far too many to cover without a dedicated sleuth in every country (a facility we sadly do not possess). Limited run issues like Kiwi Resin's Spitfire XII (see previews) excite enormous attention when people find out about them, as do accessories like Jennifer Wright's Hercules engines, seen in the last issue, or HaHen's range of decals and accessories – well known to German modellers but not so in the UK.

The problem is, of course, we can't be everywhere. Fortunately our readers can, so we invite you to keep us informed of limited run products – kits, decals and accessories – that are being marketed outside the mainstream, and put us in touch with manufacturers. If you are producing items yourself then please contact us via the Deputy Editor as we are interested in offering editorial coverage to all kits and products that cross our path.

On the subject of not being everywhere, Messrs. Robinson and Hatcher were notably absent from the Scottish Nationals in Perth. This was due to unavoidable circumstances, and we very much regret the cancellation. Apologies to the organisers and to all those disappointed fruit-throwers who had planned to come along and take their revenge for various omissions and oversights.

SAMI did get to Hinckley, a report of which is included elsewhere, and we hope to be able to deliver a full report from the Scottish Nationals next month. In the meantime we are looking forward to IPMS Tyneside's Northern Show on June 3rd. This takes place this year at the Temple Park Leisure Centre in South Shields. For further details call Graham on 0787 6441701.

See you all there.

MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw

May

- Mr Nolan, UK – Kit
- Mr Figg, USA – Kit
- Mr Lundgren, Denmark – Kit

Entry to the monthly prize draw is FREE to all subscribers.

Signals at Go!

SQUADRON

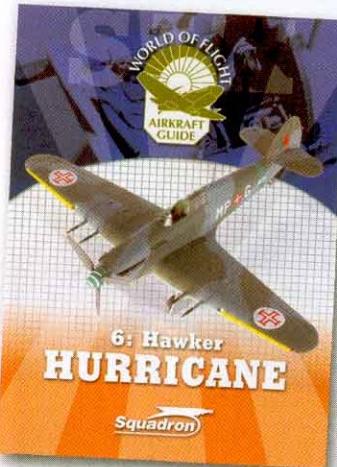
This month we include Part 6 of our new 12-part *World of Flight Aircraft Guide* giveaway, sponsored by Squadron MMD. This month's *Guide* is devoted to that perennial favourite of modellers, the Hawker Hurricane.

The *Guide* has been compiled in conjunction with our readers' survey, and is intended as a guide to modelling the top 12 most popular aircraft types as voted by yourselves. Taking the form of a digest of currently available kits and accessories, and illustrated not only with samples of merchandise, but also one of a series of specially commissioned

features by modellers from 12 different nations, the *Guide* constitutes a distillation of all the best from SAMI's review pages with respect to the aircraft concerned.

Aimed at model builders, rather than collectors, each part will help the modeller to identify what is current in the marketplace, and given their association with all the best products around, across the whole spectrum of the hobby, we can't think of a better sponsor than Squadron with which to have it linked. ■

Free next month – Part 7:
BAe/MOD AV-8 Harrier



Leaps and Bounders

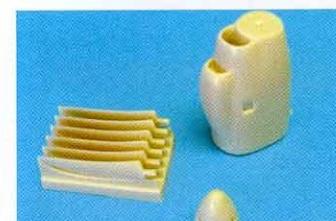
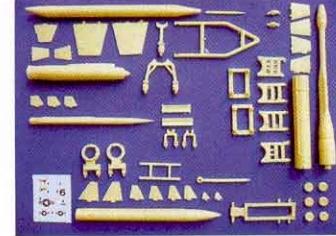
ANIGRAND

Busy times indeed for Anigrand. Biggest and most interesting of their latest items is the 1:72 Boeing/Douglas C-17 Globemaster III (#7271/£113.20). This massive tooling is a step aside from Anigrand's usual releases, being a production aircraft, rather than a weird and wonderful X-plane.

More in line with their catalogue is the 1/72 X-missiles set (#7272/£36.25), which includes four American experimental missiles, the Lockheed X-7, the Aerojet General X-8 Aerobee, the Bell X-9 Shrike and the Lockheed X-17. All four missiles come with the requisite dolly on which to display them.



The 1/72 Penetration fighters set includes three U.S. postwar jet fighters, the Lockheed XF-90, the McDonnell XF-88A Voodoo and the North American YF-93A, which were designed to escort the B-36 long range bomber. Now Anigrand offer this '3-in-1' special pack with a special price of US\$100 plus US\$12.50 shipping charge.



Stop press!



Canberra Update

AIRFIX

Work is progressing on the 1/48 Canberras, with resin stereographic masters prepared, and the project running on to the next phase. Variants under production now are the B(I).8, the B.2, the B(I).6 and... the PR 9! ■

REVELL CONDOR COMPETITION

Congratulations to the winners of the Revell Condor Competition (SAMI October 2006):

- Mr P Knight (UK)
- Mr R Cobley (UK)
- Mr P Vassallo (Malta)
- Mr S Dunlop (UK)
- Mr P Branke (Sweden)

The winners each receive a kit of the Revell Fw 200C-8 Condor.



CORRECTION

Mike Williams, author of last month's 'Super Herc' feature on the Italeri Hercules C.5, tells us that the email address he quoted for Jennifer Wright's replacement resin propeller blade set for the model was incorrect. Jen can be contacted at desmogen1@hotmail.co.uk

There Must be a Catch

BUCANEER XN964

A coat of gloss Light Straw applied to the nose cone is the first paint to be reapplied to Blackburn Buccaneer S.1 XN964, which is being extensively restored by volunteers at Newark Air Museum. In addition to de-corrosion and repainting, the detailed restoration work is currently focused in the undercarriage bays and the cockpit, and assistance is required in locating any functional details of the cockpit locking / release mechanism, which is currently jammed.

Anyone with details, diagrams or information about this mechanism is asked to make contact with museum trustee Mick Coombes via the museum website at www.newarairmuseum.org or via email at newarkair@onetel.com



The team are also keen to establish contact with any former Fleet Air Arm air and ground crew that served with the Squadrons and Units that XN964 served with. These included: AHU; 801 Squadron – HMS Victorious; 736 Squadron; 803 Squadron; RAE Bedford; RRE Pershore. ■

Expanding Ranges

CHOROSZY

There has been a flurry of activity from Choroszy at the weekend with the following new releases being posted on their website.

Series A

Heath Super Parasol Racer early version

Heath Super Parasol Racer (floats) early version

Heath Super Parasol Racer late version

Heath Super Parasol Racer (floats) late version



Series B

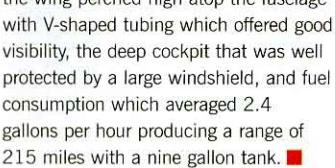
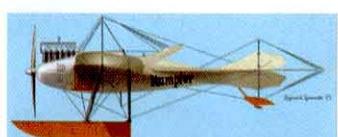
Rumbler Taube 3F

Rumbler Taube 4C

Series E

Huff-Daland Keystone light bomber

Choroszy seem to have an endless programme of fascinating subjects on their drawing board. Designed by Edward Heath, the Parasol was introduced and approved in 1926. Using a four-cylinder Heath-Henderson converted motorcycle engine, this aircraft could be purchased fully assembled from the factory for \$975 or in kit form for \$199 without the engine. Some of the more popular traits were the wing perched high atop the fuselage with V-shaped tubing which offered good visibility, the deep cockpit that was well protected by a large windshield, and fuel consumption which averaged 2.4 gallons per hour producing a range of 215 miles with a nine gallon tank. ■



Modelling Matters

WELL, I USED THE WINGS FROM THE FASEGAWA KIT...



..THE FUSELAGE FROM THE FAIRFIX KIT, NACELLES FROM THE SPARES BOX....



..THEN I SLUNG THE LOT AND BUILT THE BRAND-NEW CRUMPTER KIT!

by Gary Dickson

NEW IN JUNE

At a Glance

Another busy month from the industry has brought a wealth of aircraft types into circulation. Although many have been featured in these pages over the last couple of months as previews or advance news items, the following are now on general release:



Alanger	#48003	1/48 YaK-9DD Fighter	£6.99
Alanger	#48005	1/48 MiG-3 Soviet Air Defence Moscow 1941-42	£6.99
Alanger	#48007	1/48 YaK-7B Fighter	£6.99
Alanger	#48010	1/48 YaK-7D/Yak-9 Fighter	£6.99
Alanger	#48201	1/48 YaK-9T Fighter I. Stepanenko	£7.99
Alanger	#48202	1/48 MiG-3 Fighter N. Krasnov	£7.99
Alanger	#48203	1/48 MiG-3 Fighter A. Pokrishkin	£7.99
Alanger	#48204	1/48 YaK-7D Fighter M. Albert	£7.99
Alanger	#48205	1/48 YaK-7B Fighter A. Vorozheikin	£7.99
Alanger	#50001	1/120 IL-62M Russian Airliner	£9.99
Alanger	#50004	1/100 Il-18M Russian Airliner	£9.99
Alanger	#72001	1/72 YAK-9 Fighter	£3.99
Alanger	#72005	1/72 YaK-9B Fighter	£3.99
Alanger	#72007	1/72 YaK-9K Fighter	£3.99



AMC Models	#4810	1/48 Zlin Z-326A Czech Aerobatic	£34.50
AMC Models	#4812	1/48 Let LF-109 'Pionyr'	£34.50
Anigrand Craftwork	#7271	1/72 Boeing/Douglas C-17 Globemaster III	£113.20
Azur	#1572	1/72 Cierva C.30 Autogiro	£6.10
Azur	#5748	1/48 Potez 630	£27.30
Azur	#6872	1/72 Dewoitine D.373/376	£12.85
Azur	#6972	1/72 Nieuport NiD 72	£9.65



Czechmaster	#1157	1/72 Ikarus IK-2	£25.99
Czechmaster	#1175	1/72 Spitfire F Mk IX early version wth Rolls	£25.99
Czechmaster	#5005	1/72 Hansa Brandenberg W.20	£17.30
Czechmaster	#5025	1/72 AGO C.IV	£20.15



Dragon	#5029	1/72 Heinkel He 219B-1	£16.50
Dujin	#72048	1/72 FW Kranich III	£15.20
Dujin	#72049	1/72 Slingsby Type 7	£13.60
Dujin	#72051	1/72 Slingsby type 8	£14.30
Dujin	#72052	1/72 Slingsby type 8 Cadet TX Mk 2	£14.30
Dujin	#72053	1/72 Slingsby Tandem Tutor TX Mk 3	£15.20
Dujin	#72252	1/72 Morane Saulnier MS.316 ET2	£23.20
Dujin	#72254	1/72 Arsenal VG.90	£29.50

continued over...

NEW IN JUNE

...continued

Dujin	#72255	1/72 Dassault Falcon 10	£32.15
Eduard	#4420	1/144 Messerschmitt Me 262 DUAL COMBO	£5.60
Eduard	#7071	1/72 Nieuport 17 DUAL COMBO	£13.50
Eduard	#8074	1/48 Hawker Tempest Mk V early version	£6.80
Eduard Weekend	#8426	1/48 Nieuport Ni-16	£6.99
Flying Machines	#48004	1/48 Fiat G.50 II serie	£29.99
Flying Machines	#48005	1/48 Fiat G.55-I serie S Silurante	£34.99
Hobby Boss	#80318	1/48 Dassault Rafale C	£16.99
Hobby Boss	#80320	1/48 F/A-18A Hornet	£25.99
Hobby Boss	#80323	1/48 A-10 Thunderbolt II	£25.99
Hobby Boss	#80324	1/48 N/AW A-10 Thunderbolt II	£25.99
Hobby Boss	#87213	1/72 CH-46D Sea Knight	£8.99
Hobby Boss	#87215	1/72 UH-34A Choctaw	£8.99
Hobby Boss	#87222	1/72 UH-34D Choctaw	£8.99
Hobby Boss	#87223	1/72 CH-46E/F Sea Knight	£8.99
HR Model	#4824	1/48 Fokker B.I (M10E)	£34.40
HR Model	#R4825	1/48 Fokker M 10 Z	£34.40
Italeri	#2660	1/48 Grumman F7F-3N Tigercat	£17.99
Italeri	#2661	1/48 MiG-27 Flogger D	£17.99
Italeri	#2664	1/48 SAAB JAS-39 Gripen 2 Seater	£12.99
Italeri	#1265	1/72 Junkers Ju 52 'Toucan'	£9.99
Kora	#72091	1/72 ASJA JGB wheels	£35.99
MPM	#48056	1/48 Fairey Fulmar Mk I	£24.99
MPM	#72534	1/72 Gloster Meteor FR Mk 9	£15.50
Omega Models	#48020	1/48 Morane Saulnier H Anzani	£52.65
Omega Models	#48032	1/48 Dufaux C.1.	£52.65
Omega Models	#48034	1/48 Morane Saulnier H Anzani. Decals France	£52.65
Omega Models	#72297	1/72 Zenith (Owj)	£45.99
Omega Models	#72304	1/72 Percival Vega Gull II S	£34.40
Pavla Models	#72001	1/72 Fiesler Fi 167 2 seat biplane	£12.70
Planet Models	#14072	1/72 XFL-1 Airabonita 'Late Modification'	£26.80
Planet Models	#19572	1/72 Pilatus PT-7	£23.20
Revell	#4212	1/144 Canadair CL 601 Luftwaffe	£6.99
Revell	#4317	1/72 Eurofighter Typhoon Single Seater	£8.99
Revell	#4405	1/72 Mil Mi-24D/E Hind	£12.99
Revell	#4489	1/72 NATO NH90 (Updated)	£13.99
RS Models	#9221	1/72 Dornier Do 17P-1 Legion Condor	£24.80
RS Models	#9222	1/72 Dornier Do 17P-1 Luftwaffe 'Ost front'	£24.80
RS Models	#9223	1/72 Dornier Do 17M-1 Luftwaffe and Bulgaria	£24.80
RVHP	#7180	1/72 Swearingen SA 226T(B) Merlin IIIB	£45.99
Special Hobby	#32019	1/32 Morane Saulnier MS-406C.1 HI-TECH	£31.99
Special Hobby	#48045	1/48 Fairey Albacore Mk I	£30.50
Special Hobby	#48049	1/48 Vought F2G-1/2 Super Corsair	£20.99
Special Hobby	#48070	1/48 X-15A-2 'Space Shuttle' HI-TECH + figure	£20.85
Special Hobby	#72123	1/72 Junkers Ju 87A Stuka 'Condor Legion'	£13.65
Tamiya	#61098	1/48 F-16C Fighting Falcon	£26.99
Tamiya	#61099	1/48 Fairey Swordfish Mk II	£38.99

Tandem!

SPECIAL HOBBY

Be still, trembling fingers. Cast aside that half-built Gannet and sweep clear the workbench of tiny Tornados and their pointy brethren. 'The kit' is here.

We mean, of course, the 1/48 Blackburn Skua Mk II 'Norwegian



Campaign' (#48046/TBA), bits of which we were invited to fantasize over at Nuremberg back in February. The kit is shipping now, and will be upon us before we know it. This long-awaited release contains four sprues with dark grey plastic parts, injected transparencies, resin parts – including detailed Perseus engine – and additional

- #72093 1/72 PV-2 Harpoon 'US Navy'
- #72156 1/72 Messerschmitt Me 264 'with BMW 801 engines'
- #72157 1/72 Mitsubishi Ki-83 'Tokyo 1946' HI-TECH
- #32015 1/32 Nieuport Nie-11 Bébe These are expected to become available throughout May. ■

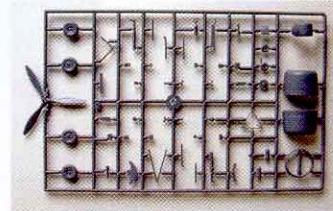
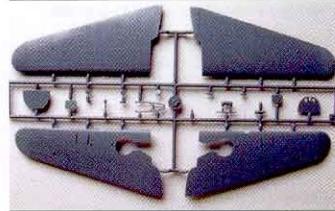
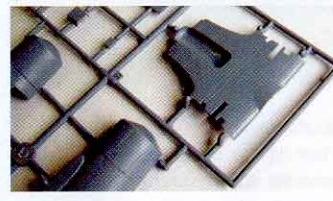


photo-etched details. Decals are for three aircraft stationed aboard Ark Royal during the 1940 Norwegian Campaign.

Other equally splendid kits paraded before our euphoric eyes have included a 1/72 Avro Anson Mk I 'Late version in RAF service' (#72074/TBA). This kit features a late-style windshield and three decal options.

Other kits impeding from the epic list released earlier this year include:



Big Griffon Seafire

PLANET

Two new 1/48 resin kits have been announced by CMK under the Planet label. These are to be a Supermarine Seafire Mk 45 (#145/£44.60) and a US wartime trainer type, the BT-13 Valiant (#166/£44.60). Both are complete resin kits and will feature vacform canopies and decals for two aircraft. ■

Alpha to Omega

A MODEL

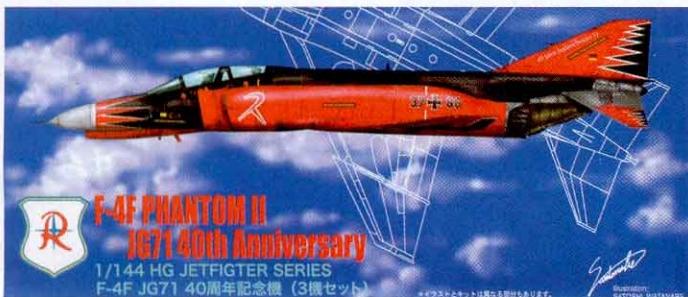
Look out for the Russian Lancasters! Both A Model and Zvezda have a Petlyakov Pe-8 in their line-up for the coming year. As to whether or not they will be different toolings, we can only speculate, but if the kit is tooled to the standard of Zvezda's recent releases then it will scarcely matter. Enthusiasts have waited a long time for the Soviet Union's only 4-engined wartime bomber. Now two come along at once. These are splendid times. ■

What to look for in Autumn

ZVEZDA

Zvezda – the Russian Revell as some have described them – have sent us their schedule for 2007's new aviation releases. The Tu-154 and the Pe-8 will be particularly welcome when they come, and we look forward to keeping you advised as to their progress.

- #4801 La-5 FN 1/48
new tooling expected June 2007
- #4802 Bf-109F-2/F-4 1/48
new tooling expected late 2007
- #7004 Tu-154 M 1/144
new tooling expected September 2007
- #7264 Pe-8 1/72
new tooling expected September 2007
- #7270 Mi-26 1/72
new tooling expected Oct/Nov 2007 ■



Hurry up Arii

ARII

Big news for Phantom fans with little space this month is the limited reissue by Arii of their 1/144 F-4F in a three-kit set with decals to mark them as 37+86 in the special red-and-black scheme applied to commemorate JG71's 40th Anniversary as well as two standard grey JG71 machines, 37+97 and 37+06.

The arrival of this piece of information sent the currently Luftwaffe-

obsessed Deputy Editor into a frenzy, and he had ordered one from Hobbylink Japan before you could say *Marinefliegeraufklärungsgeschwader*. Arii's incarnation of the ubiquitous 1/144 tooling is generally regarded as the best available, although we await the Platz offering with bated breath. This particular package features an excellent decal sheet, and a full load of stores for each aircraft. ■

All About Avia

EDUARD

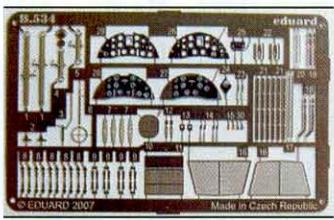
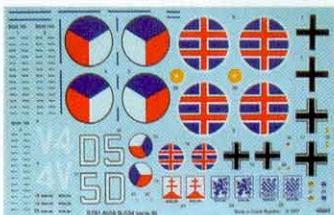
Eduard's big release for May is the Czech Avia B.534. This may seem an odd choice to some, and still others may actually wonder what it is. According to Eduard themselves, the test shots were widely assumed to be those of a Hawker Fury (we wish)! 'We are, after all,' say Eduard, 'a Czech company, and this aircraft holds a special place in our hearts, and in the hearts of our domestic customers.'

The Avia is probably the most famous of all Czech aircraft, at least of those taking part in WW II. For Czech modellers in particular the type is evocative, as a 1/72nd scale Avia B.534 was one of the first kits produced in Czechoslovakia some 35 years ago, and most were introduced to the hobby via this kit, and this subject. This pioneering kit was of such importance, as a subject, in Czechoslovakia, that the foundation for the current dynamic Czech modelling industry was laid, and subsequently evolved to its current lofty heights.

There are two main variants of the Avia B.534: the older version, with an open cockpit, and the later variant with an enclosed cockpit and what could best



be described as a 'Razorback' styling. Later, during WW II, some open-canopy aircraft in Slovakian and German units were retrofitted with a new, bubble type canopy. Eduard aim to produce two models – the Series III, representing the open-cockpit types, and the Series IV, encompassing the Razorback lines. The Avia B.534 Series III is the first coming onto the market in May. The boxing is to the current Eduard standard, with colour photo-etch, masking sheet, and a decal



sheet with four marking options. The second May release is the well-known Mirage IIICJ, but this time, in the Weekend Edition boxing, while June and July will see Eduard continue with the Avia B.534 Series IV, together with the Mirage IIIC in the Weekend Edition line. There will be a new set of figures in June, with RAF WW II Pilots, which will feature six figures, with five pilots and one mechanic. July will see another Fw 190A, in this case the A-6. New figure sets will continue, with the addition of a set containing six Russian pilots and ground crew. A 1/48th scale Mirage 2000N (ex-Airfix/Heller) is also scheduled for July, in the Limited Edition line. ■



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Modellers Datafile 11 Sea Harrier

written by Andy Evans

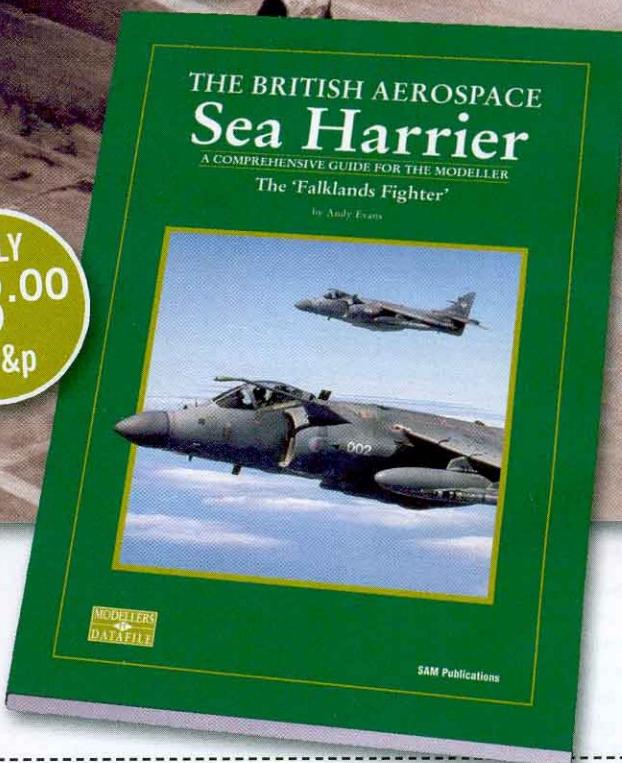
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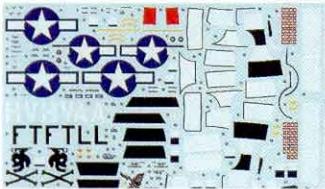
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Thunderbolts are Go!

HASEGAWA

What many believe to be Hasegawa's most important new kit this year, in all categories, has just been released. The 1/32 Republic P-47D Thunderbolt began shipping in Japan last week, and a look at the sprues suggests that it has been engineered with ease of assembly in mind, with subtle tooling keeping parts to a minimum.

The parts look excellent, and while the kit provides decals for two 'ace' machines, HV+A of 61 FS, 56 FG flown by Lt.Col. Francis Gabreski and FT+L from 353 FS, 354 FG, the machine of Maj. Glenn Eagleston, there will almost



Leg Over

LEGATO

The following message has been received from Hannants' Lowestoft HQ concerning Czech kit manufacturer Legato:

'Legato have stopped making resin kits and are concentrating on their injection kits. All resin kits listed as Future Releases are now not expected to be made. All Sold Out kits have been removed. All back orders will be kept in case we can find them from another source. We will cancel them if requested to do so. If you want any Legato resin kits or decals please be quick to order them as our stocks are not large.'



This interesting development has an upside and a downside. The downside is that a number of unique and interesting resin kits will cease to become available. The upside is that Hannants are offering a number of items at 1/3 off the list price. Given the eclectic nature of Legato's catalogue, this is certainly worth taking a look at. ■

Paint Your Wagon

HUMBROL

No news from the Airfix label, but modellers accustomed to linking Airfix and Humbrol will be pleased to note the return of the latter's paint range, albeit in a new acrylic guise. New owners

Hornby have passed on a list of the paints, which pretty much parallel the old enamels. They come in 12ml tinlets and will retail at £1.15.

The full range announced is as follows:

002	Emerald	Gloss	063	Sand	Matt
003	Brunswick Green	Gloss	064	Light Grey	Matt
010	Service Brown	Gloss	065	Aircraft Blue	Matt
011	Silver	Metallic	066	Olive Drab	Matt
014	French Blue	Gloss	069	Yellow	Gloss
015	Midnight Blue	Gloss	070	Brick Red	Matt
016	Gold	Metallic	071	Oak	Satin
019	Red	Gloss	075	Bronze Green	Matt
021	Black	Gloss	077	Navy Blue	Matt
022	White	Gloss	078	Cockpit Green	Matt
024	Trainer Yellow	Matt	079	Blue Grey	Matt
025	Blue	Matt	081	Pale Yellow	Matt
026	Khaki	Matt	085	Coal Black	Satin
027	Sea Grey	Matt	086	Light Olive	Matt
029	Dark Earth	Matt	087	Steel Grey	Matt
030	Dark Green	Matt	088	Deck Green	Matt
032	Dark Grey	Matt	090	Beige Green	Matt
033	Black	Matt	091	Black Green	Matt
034	White	Matt	093	Desert Yellow	Matt
035	Gloss Varnish	Gloss	096	Raf Blue	Matt
040	Pale Grey	Gloss	099	Lemon	Matt
041	Ivory	Gloss	102	Army Green	Matt
047	Sea Blue	Gloss	103	Cream	Matt
049	Matt Varnish	Matt	104	Oxford Blue	Matt
053	Gunmetal	Metallic	106	Ocean Grey	Matt
056	Aluminium	Metallic	110	Natural Wood	Matt
060	Scarlet	Matt	113	Rust	Matt
061	Flesh	Matt	116	US Dark Green	Matt
062	Leather	Matt	117	US Light Green	Matt

Keeping Faith

GLOSTER GLADIATOR

The Times of Malta Website – www.timesofmalta.com is featuring a poll about the fuselage of one of Malta's first World War II fighters, Gloster Gladiator *Faith*. The incomplete fuselage of *Faith* (without wings) is being kept at the War Museum and is in a very bad state. The Malta Aviation Museum at Ta' Qali is trying to make arrangements to move the fighter to the Museum's Air Battle of Malta Memorial so that it can be kept together with other historical WWII planes including the Museum's Spitfire, Hurricane and Swordfish in a manner



that dignifies this very historic aircraft and more importantly, to restore *Faith*.

The museum invites you to vote YES to the www.timesofmalta.com poll so that the the fuselage of WWII fighter *Faith* will be moved from the War Museum to the Malta Aviation Museum. ■



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Climb Mount Fujimi

MODEL WHOLESALE UK

Major news this month for British modellers is the announcement that new UK wholesaler Model Wholesale UK Ltd. will be looking to import mainly items from the Far East for the domestic market including Fujimi, Fine Molds, Voyager, Aoshima and Doyusha, to name but a few that are starting to become available to the retail market.

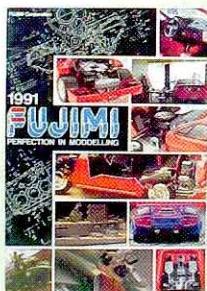


Fujimi Models have not been readily available in the UK for some years now, with little more than their superb range

of Phantoms being known to the aircraft modelling public. In reality they have over 1,200 items in their 2007 range, with some unusual subject matters and excellent decals. They also offer one of the largest selections of car kits by any manufacturer, with over 800 in the range, which is added to by around 5 new models per year.

Later in the year some of the de-listed Phantoms should be available again especially for the UK market. A lot of the items are Japanese specific, but if you fancy building something different then a quick look in the catalogue will ensure you will not be disappointed.

For trade enquiries call 01892



533036 and speak to Mike Yuen. Modellers wishing to avail themselves of these products are advised that Model Wholesale also trades as Models For Sale Ltd. And the Fujimi range can currently be purchased via their website at www.modelsforsale.com

Fujimi's name and reputation will, of course, be familiar to most readers, but many of their kits can be found only at collectors' prices in the UK. The company has been around since 1949, when it started producing wooden models. 1962 saw the first plastic releases, with two 1/550 kits of the battleships *Mutsu* and *Nagato*. Their first aircraft kits were produced in 1969 and were well ahead of their time in terms of tooling and quality.



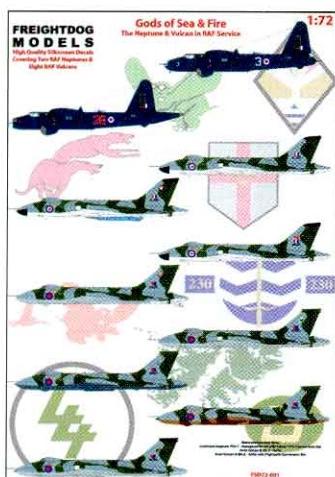
Most famous of all their works are the 1/72 Spey-engined Phantoms, which change hands on the secondhand market for high prices. Hopefully the re-introduction of these kits will assist the UK Phantom SIG to speedily achieve their epic '500 Phantoms' goal in time for the 50th anniversary. ■



In Their Elements

FREIGHTDOG

Following on from the success of the SR177 kits, Freightdog Models have confirmed they are working on another British project plane with Angrand, but are not giving too much away at the moment, other than that it is a single-engined post-war jet. Meanwhile available at the end of May they release their first screen printed decal sheet (FSD72001) 'Gods of Sea and Fire – The Neptune and Vulcan in RAF service' covering Neptune P2V-5's of 36sqn and 1453 AEW flight during the 1950's, and eight Avro Vulcan options including 230 OCU, 27, 35, 44, 50, and 617sqn from the end of the Blue Steel era through to the final tankers in service. ■



Up to the Challenge

REVELL

In another delightful marriage of civilian and military types, Revell have reissued their Bombardier Challenger kit as a CL-601 / 604 military transport. The type is an interesting machine, and a particularly nice little kit that matches their Avro RJ-85 for ease of build and neat finished appearance.

The Challenger evolved out of a design by Bill Lear, designer of the Lear Jet. In 1976, Canadair acquired the rights to build the aircraft and designated it the CL-600. The prototype completed its maiden flight on the 8 November 1978 after which it became clear that the design could be considerably improved upon.

As well as private customers and companies, the Challenger was purchased by various Air Forces. The Flugbereitschaft of the Federal German Ministry of Defence operates six Challenger CL-601s, which in the VIP



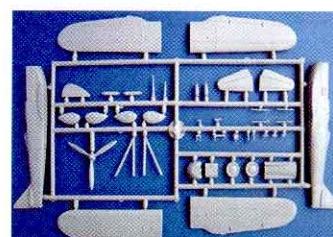
version can carry up to 16 passengers over 5,500 km in a high level of comfort.

Apart from Germany, the Challenger has also proved itself as a reliable passenger aircraft with other Air Forces. The Royal Danish Air Force operates

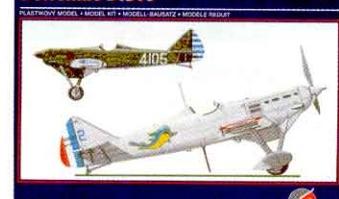
Next in Line

PAVLA

The next release from Pavla will be a Dewoitine D.510 (#72065/£15.50) French low-wing monoplane fighter. The limited-run kit will include 41 plastic parts, 34 resin and 1 vacform canopy. The decal sheet will give options for 3 *Armée de l'Air* machines, and 1 from the Chinese Air Force. ■



Dewoitine D.510



three Canadair Challenger CL-604s. Their tasks encompass maritime reconnaissance, fisheries protection and, of course, VIP transports. The Royal Australian Air Force operates Challenger CL-604s as VIP transports as well.

Revell have also announced an exciting new Model Building competition. The 'Model Building Award,' which will be realized by Revell for the first time this year, is absolutely unique. Revell are searching for 'the best model in 2007'. Entrants are absolutely free in choosing and designing their model. The ready built

and painted models will be reviewed by experts from the press and from Revell with regard to creativity and attractiveness. The best will get a prize and will be published. The winner will be given the 'Model Building Award 2007,' and will get a chance to see behind the curtains of Revell for one whole day. Further attractive prizes wait for the second- to tenth-placed competitors. Those placed second to fifth can look forward to a travel voucher for a weekend-city-tour amounting to 400 Euro. Places sixth to tenth can choose a kit from the Revell range.

To enter, modellers simply need to send a picture of their model to Revell GmbH & Co. KG, Henschelstraße 20-30, 32257 Bünde, Germany by 31 July 2007, or email it to award@revell.de. From these photos the jury will choose models to be sent in for judging. And from these originals the winning models for 2007 will be chosen.

Further information available from www.revell.de ■





Fighting Falcon

David Francis builds Tamiya's all-new 1/48 scale F-16CJ Block 50



F-16C Fighting Falcon

Scale: 1/48	Kit No: 04212
Price: £26.99	Decal Options:
Type: Injection Moulded Plastic	
Manufacturer: Tamiya	

The release of a newly tooled kit from Tamiya normally sends waves of anticipation around the modelling world, but this does not seem to have been the case with the new F-16. Could it be that the F-16, like the Bf 109, is a type already saturating the market?

On most model shop shelves you may see the Hasegawa kit and they have produced at least 40 different F-16 boxes, but this is a kit that was first produced over 20 years ago! Most major manufacturers have also had an F-16 in their catalogues but like the Hasegawa kit most of these are based on the original F-16A or even older YF-16A prototype. In fact the Tamiya kit is the first one that has been designed from new to represent the C variant, and as is common from Tamiya the first version released is the relatively rare 'CJ' or 'Block 50'; this will no doubt be followed in due course by other more popular variants.

The mouldings are typical Tamiya quality, fine recessed lines with moulded

detail to a very high standard; there are a few small injection pin marks, most noticeably on the nosewheel, that will need cleaning up. My method for this is to use typewriter correction fluid to fill the pin marks, and once this has dried I use a small amount of isopropyl alcohol on a cloth to remove any excess. This method prevents damaging any surrounding detail.

The instructions are very comprehensive and clearly illustrate the assembly process. Detail painting is noted at each stage using the Tamiya paint range code numbers. As this is a Quick Build I will not detail every stage of construction, but cover the main areas that caused me problems. Yes, you did read that right: a Tamiya kit with problems!

Construction

The cockpit is beautiful and for most modellers there will be no need to purchase aftermarket goodies for this area, but with one noticeable exception.

Just like the larger scale F-16CJ that Tamiya produced, the instrument panel has engraved screen and dial bezels into which you apply decals for the detail. Or you would if Tamiya had included them! They do supply details





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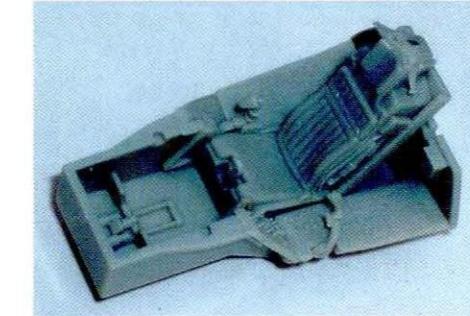
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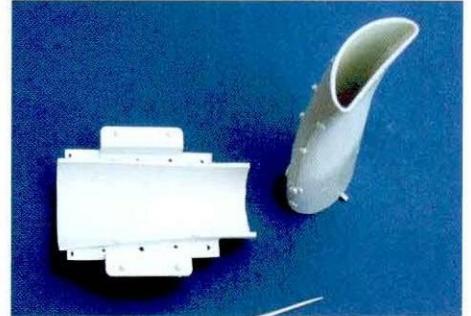
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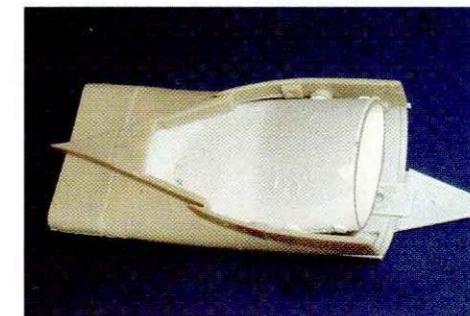
The Tamiya cockpit looks great right out of the box



Six parts and not a seam to be seen



A little work is needed for seamless intake trunking



The front duct needs to be shortened for a good fit. Test-fit lots, glue once



With a little work it all comes together



Metal rods and polycaps make the tail removable for storage



A prominent seam in the centre of the canopies needs to be removed with Micro-Mesh



Posable flaps add interest to your model



F-16C Fighting Falcon

Scale: 1/48 Kit No: 04212
Price: £26.99 Decal Options:
Type: Injection Moulded Plastic
Manufacturer: Tamiya



for the CRT screens on the decal sheet, but nothing for the dials. This is a strange omission, as these dials were also missing on the large scale 'CJ's decal sheet, but were included when that kit was reissued as a Block 40 in Thunderbirds markings. I decided to use instrument dials from the Mike Grant range that we reviewed a few months ago, but nonetheless this is a surprising omission by Tamiya.

I must mention the decal seatbelts that look surprisingly realistic and the

really nice pilot figure that includes a choice of helmets, one with the Star Wars-looking JHMCS (Joint Helmet-Mounted Cueing System) that is used to guide the new AIM-9X Sidewinder missile.

Most of the kit's construction is typical Tamiya, with near perfect fit that only requires minimal cleaning up. Small amounts of filler were needed on either side of the nose and on some of the weaponry seam lines. Rather more was

required to fill the seam line inside the large intake. Once again I used correction fluid and alcohol to produce a seamless intake. This took a few tries, but was worthwhile, as the intake is such a prominent feature of the F-16.

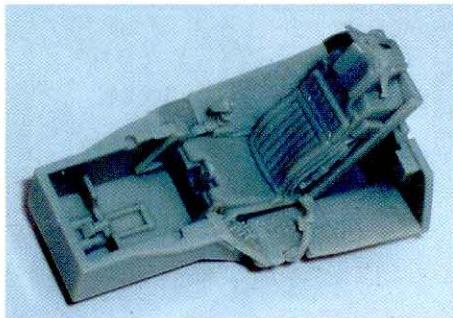
Now we come to the big problem that I had with this kit: the intake tunnel is in two sections that join together to make the complete intake trunking from front lip to the first stage compressor blades. It appears that the forward trunk is too

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the whole forward section. After removing about half a centimetre from the rear of the front trunking with a flat file the fit dramatically improved. Now was this me, or the kit? I had purchased another Tamiya F-16 for my pending pile so carried out a dry run with that kit's parts and found the same thing happened, so can only conclude that it is a design fault.

After the trauma of finding a poor fit on a Tamiya kit the rest of the model assembled like a dream. I am not a fan of the poly-caps used in a few areas like the fin and fuel tanks, facilitating removal for storage, as the joint is not as tight as one that uses glue. As I was not planning on disassembling my model I permanently mounted the fin and weapons to the model with thin superglue.

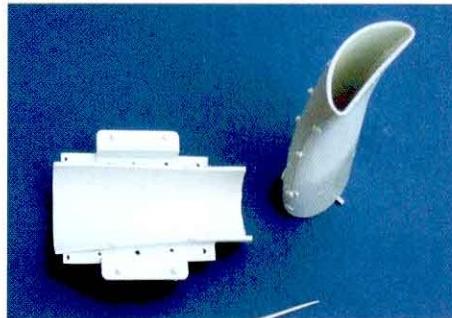
To reproduce the bubble canopy shape accurately Tamiya have used a multi-part mould that leaves a noticeable seam line across the centre of the canopy. To remove this you need to



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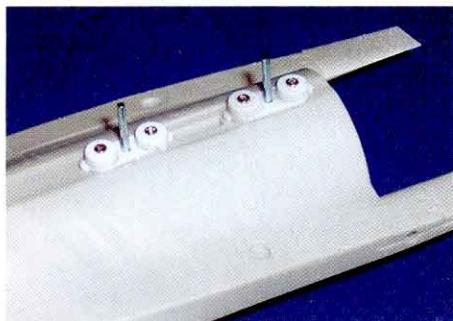
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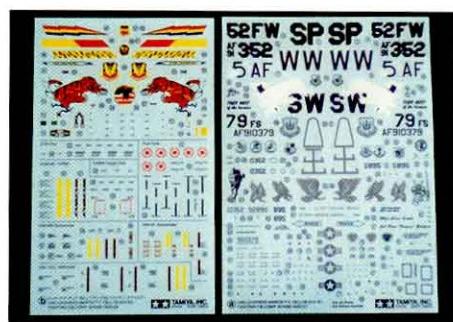




Any colour you like as long as it's grey (or gray). Thank God for the resurgence of colourful squadron markings!



An impressive weapons load is supplied and there is also another fuel tank and an ECM pod for the centreline station not shown here



Tamiya's impressive decal sheets



CMK Stardust 'black smut' was applied across the wings and around the gun barrel. I love getting smutty!



Look at all those weapons! Hard to believe that the F-16 was originally conceived as a light fighter

purchase a set of Micro-Mesh pads. First you remove the bulk of the seam with a new scalpel blade, then using finer and finer grit Micro-Mesh pads you polish the canopy until the seam is completely eradicated. Two canopies are provided in front and rear sections, one clear, the other tinted, so you can mix or match, as on the real aircraft a wide variation of canopy finishes is seen.

I now turned to the painting, helped by the kit's 1/48 scale painting guide that ensures correct colour demarcation.

Painting

The white areas of the model were painted before assembly with Halfords white primer. I used Gunze Sangyo acrylics for the grey camouflage scheme. As usual these paints worked beautifully when thinned 60:40 with isopropyl alcohol, and dried to a satin finish

perfect for applying decals. A small amount of weathering was applied using a thin wash of dark grey oil paints in the panel lines and CMK Stardust powders around the gun barrel and jet pipe.

Decals

There has been a vast improvement in the quality of Tamiya decals over the last few years, and the two sheets in this kit are almost the equal of aftermarket sheets. Full stencilling is supplied not only for the airframe but for the weapons as well — even data placards on the undercarriage and in the cockpit are reproduced on the sheet.

I had already decided to use an aftermarket sheet from Eduard's AviPrint range on my model as I



wanted an aircraft that displayed 'Gulf War II' mission markings and the *'Let's Roll'* eagle seen on many USAF aircraft post 9/11. But

I did use all the kit's airframe and weapons markings and was very impressed with their performance.

The kit decals supply the following options:

- 1. F-16CJ Block 50 92-985, 5th Air Force Commander, Pacific Air Force, Misawa AFB, Japan, 2005.
- 2. F-16CJ Block 50, 91-352, 52nd Fighter Wing Commander, USAFE, Spangdahlem, Germany, 2005.
- 3. F-16CJ Block 50 91-379, 79th FS Leader, 20th FW, Tiger Meet, Buckley AFB, Colorado, August 2001.

Conclusion

Tamiya have achieved such high standards with their 1/48 scale range that it comes as a complete shock to the system to find any problems. But

let's put this into context. This is definitely the best F-16 on the market in this scale, and though I had few problems there was nothing that any modeller with a moderate amount of experience could not rectify. This kit is number 98 in Tamiya's aviation range and number 99 was released at the same time, a new version of their excellent Fairey Swordfish, this time as a Mk II with rocket rails. That means that the next aircraft release will be kit 100. When that milestone was reached in the military range Tamiya raised the bar for producing their amazing Dragon Wagon. I cannot wait to see if the subject of their 100th aircraft kit will be one that has not appeared in plastic, and before produced with a similar level of detail. Place your bets. Handley Page Halifax anyone?

My thanks to the boys at Hannants London for supplying both the paint and decals used in the article and to the Hobby Company for providing the review sample of the Tamiya kit.

SAMI





NEW

SUPERMARINE SPITFIRE MK I

05115

Unique to Airfix and available from the end of April...a great model for any Spitfire fan!

This Spitfire is the first 1:48 scale kit to include parts for the Mk1 which first went into service with No19 (F) Squadron RAF at Duxford in 1938. The early Mk1's had a two blade fixed pitch propeller, an un-armoured windscreen, flat canopy and a straight radio mast. The kit also includes a De Havilland three blade variable pitch propeller for a Mk1a of the Battle of Britain period. Also included are decals for a Mk1a of No118 Squadron RAF, which had the rotol three blade variable pitch propeller with a blunt spinner.



Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.

Special Preview

This adaptation of the Special Hobby kit includes an injection moulded airframe (including canopy) with fine engraving, a highly detailed interior and engine, extensive resin parts (exhaust collectors, engine accessory section and additional details) and photo-etch parts (instrument panels, seatbelts and harness, bomb shackles and additional details) plus film instruments. The kit includes parts for US Navy/Marines F2A-3s and export Model-339-23s. Decals for four aircraft:

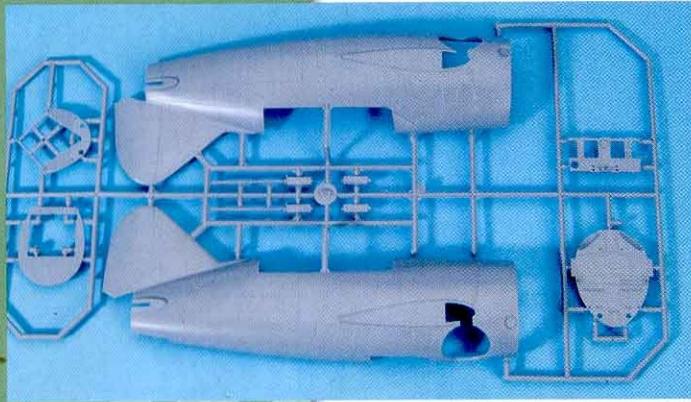
- F2A-3 BuNo 1553/MF-15, US

Marine Corps VMF-221, Captain William C Humberd, Midway, June 1942.

- F2A-3 BuNo 1612, US Navy Training Command, NAS Jacksonville, Florida, August 1943.
- Model339-23 A51-10/307, No 25 Squadron RAAF, Perth, Western Australia, September 1942.
- Model 339-23 A51-15/312 5th Air Force, USAAF, Essendon AB, Australia, 1942.

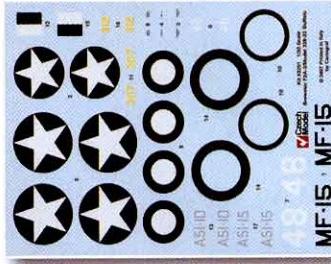
Decals are printed by Cartograf, so quality is assured.

While the F2A-3 saw extensive service with the US Navy and Marines, the model 339-23, the final production version of Brewster's controversial early WWII fighter, was initially produced for the Netherlands Indies Army Air Corps. The rapid capture of Java by the Japanese prevented delivery, and the aircraft were diverted to Australia where they were taken up by the RAAF before being handed over to the US 5th Air Force and scrapped in 1944. None of this type ever engaged in combat, and their allocation to the defence of Perth in Western Australia against



Brewster F2A-3 Buffalo Model 339-23 US Navy and USMC

Scale: 1/32	Kit No: 3201
Price: \$53.96	Decal Options: 4
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 151, Clear 6, Resin 26, Etched 25, Film 6	
Manufacturer: Czech Model	
Distributed by Squadron products	

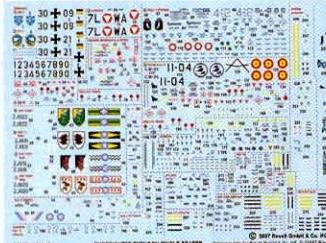


expected Japanese aggression marks the most bellicose part of their career.



Eurofighter Typhoon Single-Seater

Scale: 1/72 Kit No: 04317
Price: £8.99 Decal Options: 9
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 163, Clear 5 Manufacturer: Revell



Grumman F-14A 'Ali-Cat'

Scale: 1/72 Kit No: 28005
Price: £13.95 Decal Options: 3
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 174, Clear 4, Rubber Tyres 4, Etched 4
Manufacturer: Fujimi
UK Importer: Models For Sale Ltd.

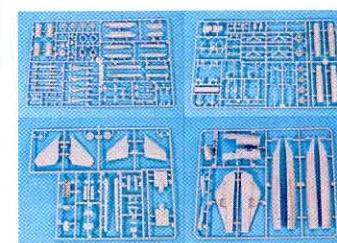


Bristol 118 Second Version

Scale: 1/72 Kit No: B87
Price: TBA Decal Options: 1
Panel Lines: Recessed Status: New Tooling
Type: Resin Parts: Resin 117
Manufacturer: Choroszy UK Importer: Aeroclub

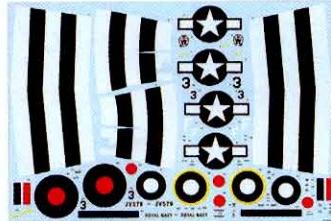


Although this is by no means a new kit, in light of Models For Sale Ltd's reintroduction of the range, we wanted to have a closer look under the lid of a Fujimi kit box and remind ourselves what we have been missing. Finely



Grumman F4F-4 Martlet V

Scale: 1/32 Kit No: 04784
Price: £14.99 Decal Options: 2
Panel Lines: Raised Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 57, Clear 4
Manufacturer: Revell



engraved detailing is one of the hallmarks of this particular issue. The kit features separate rubber tyres, and a pair of maintenance trolleys and engines to display next to the completed kit. All-round quality is, as you might expect, excellent, and it is good to know that the whole range is going to be readily available again.

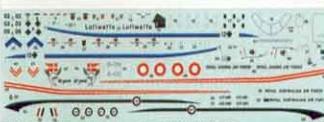


PREVIEWS



Bombardier Challenger CL 601/604

Scale: 1/144 Kit No: 04212
Price: £6.99 Decal Options: 3
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 50, Clear 3
Manufacturer: Revell



Lancaster B.I w/Tallboy 'Tirpitz Raid'

Scale: 1/72 Kit No: 00832
Price: £29.99 Decal Options: 3
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 133, Clear 57
Manufacturer: Hasegawa
UK Importer: Creative Models

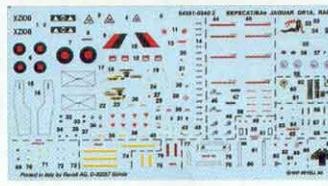


Sepecat Jaguar GR.1A

Scale: 1/72 Kit No: 04351
Price: £7.99 Decal Options: 2
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 84, Clear 3 Manufacturer: Revell
Of all the recent British Classic reissues from Revell, this has to be the most

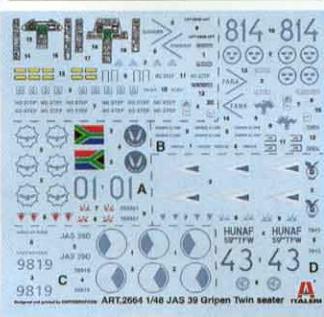
welcome, as it is the single best kit of the Jaguar available in any scale. Revell's kit features a full set of stencils and markings for a 2 Sqn recce machine or Desert Cat from the first Gulf War.

Pavla do a superb resin cockpit for this kit, and Airwaves a set of wings with slats and flaps down. Treat yourself to the lot.



JAS 39 Gripen Twin Seater

Scale: 1/48 Kit No: 2664
Price: £12.99 Decal Options: 4
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 108, Clear 9
Manufacturer: Italeri
UK Importer: The Hobby Company

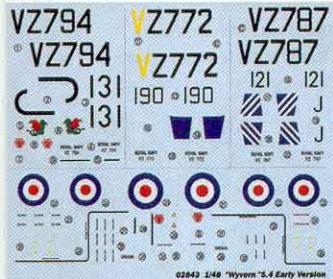


Scale: 1/72 Kit No: 04405
Price: £12.99 Decal Options: 3
Panel Lines: Raised Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 120, Clear 11
Manufacturer: Revell



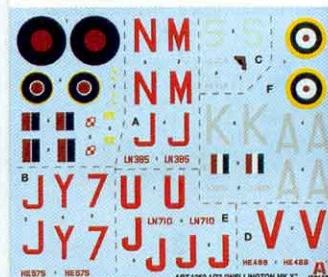
Westland Wyvern S.4 Early Version

Scale: 1/48 Kit No: 02843
Price: £24.99 Decal Options: 3
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 215, Clear 9
Manufacturer: Trumpeter UK Importer: Pocketbond



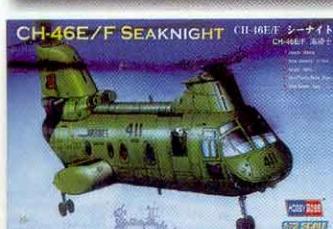
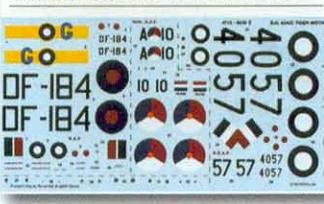
Wellington Mk X

Scale: 1/72 Kit No: 1252
Price: £10.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Issue
Type: Injection Moulded plastic
Parts: Plastic 84, Clear 8, Resin 2
Manufacturer: Italeri
UK Importer: The Hobby Company



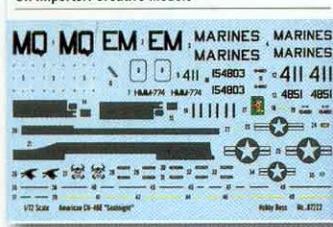
De Havilland D.H. 82A/C Tiger Moth

Scale: 1/32 Kit No: 04712
Price: £14.99 Decal Options: 3
Panel Lines: Raised Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 104, Clear 5 Manufacturer: Revell



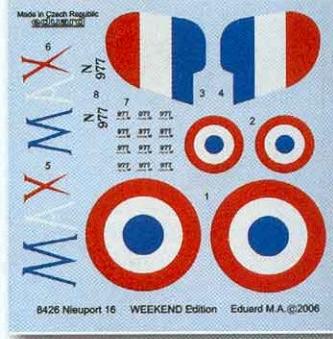
Boeing/Vertol CH-46E/F Sea Knight

Scale: 1/72 Kit No: 87223
Price: £8.99 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 56, Clear 10
Manufacturer: HobbyBoss
UK Importer: Creative Models



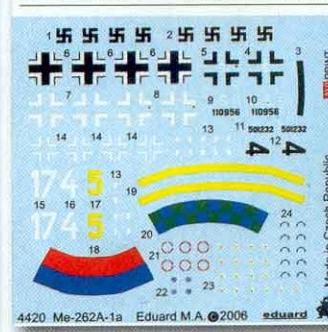
Nieuport Ni-16 Weekend Edition

Scale: 1/48 Kit No: 8426
Price: TBA Decal Options: 1
Panel Lines: Recessed Status: Revised Issue
Type: Injection Moulded Plastic
Parts: Plastic 66, Clear 1
Manufacturer: Eduard
UK Importer: Hannants/LSA



Me 262A Schwalbe

Scale: 1/144 Kit No: 4420
Price: £5.60 Decal Options: 4
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 42 x 2, Clear 2
Manufacturer: Eduard UK Importer: Hannants/LSA



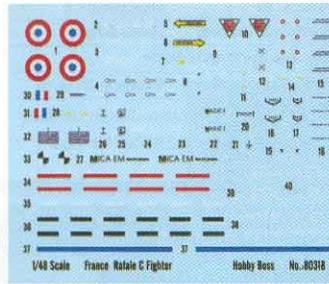


Dassault Rafale C

Scale: 1/48 Kit No: 80318
 Price: £16.99 Decal Options: 1
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 137, Clear 4
 Manufacturer: HobbyBoss
 UK Importer: Creative Models

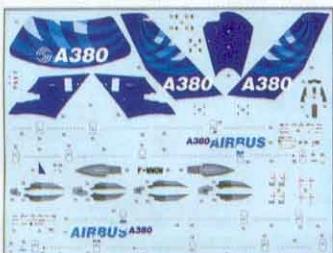
Don't even imagine quick-build easy kits! This beautiful new tooling of the Rafale is on a par with anything coming from the mainstream

manufacturers. In fact, with this latest series of quality releases HobbyBoss have shown that they are not just about gimmicky fast-assembly kits, but poised to become a very significant contributor to our ever-growing model collections. With both the B and the M variants kitted, HobbyBoss's Rafale C will be in good company.



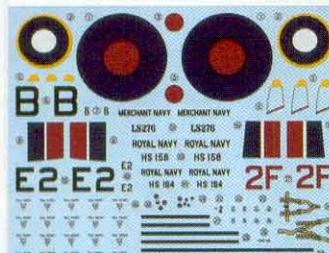
Airbus A380

Scale: 1/125 Kit No: 80438
 Price: £24.99 Decal Options: 1
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 237, Clear 4 Manufacturer: Heller
 UK Importer: Creative Models



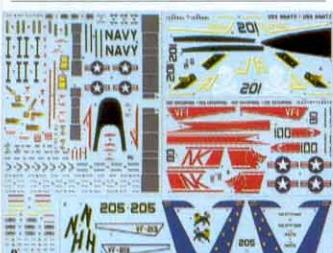
Fairey Swordfish Mk II

Scale: 1/48 Kit No: 61099
 Price: £38.99 Decal Options: 3
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 219, Clear 7 Manufacturer: Tamiya
 UK Importer: The Hobby Company



Grumman F-14A Tomcat

Scale: 1/48 Kit No: 2667
 Price: £12.99 Decal Options: 3
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 102, Clear 2
 Manufacturer: Italeri
 UK Importer: The Hobby Company



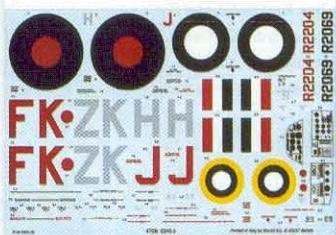
Gloster VL G.28 (Gamecock II)

Scale: 1/72 Kit No: MS-112
 Price: TBA Decal Options: 6
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded plastic
 Parts: Plastic 25
 Manufacturer: Broplan UK Importer: Aeroclub



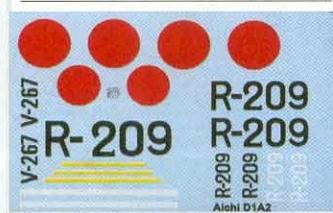
Bristol Beaufighter Mk IF

Scale: 1/32 Kit No: 04756
 Price: £16.99 Decal Options: 2
 Panel Lines: Recessed Status: Reissue
 Type: Injection Moulded Plastic
 Parts: Plastic 104, Clear 7 Manufacturer: Revell



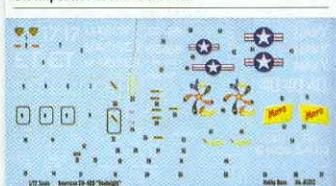
Aichi D1A2

Scale: 1/48 Kit No: C4801
 Price: TBA Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Resin Parts: Resin 97
 Manufacturer: Choroszy UK Importer: Aeroclub



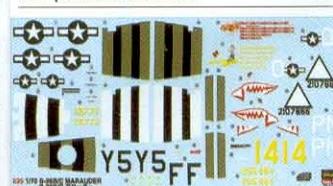
Boeing/Vertol CH-46D Sea Knight

Scale: 1/72 Kit No: 87213
 Price: £8.99 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 56, Clear 10
 Manufacturer: HobbyBoss
 UK Importer: Creative Models



Martin B-26B/C Marauder

Scale: 1/72 Kit No: 00556
 Price: £21.99 Decal Options:
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 147, Clear 27
 Manufacturer: Hasegawa
 UK Importer: Creative Models



Supermarine Spitfire Mk XII

Scale: 1/48 Kit No: N/A
 Price: TBA Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Resin and Injected parts
 Parts: Resin 16, Plastic 143, Clear 7
 Manufacturer: Kiwi Resin

This is a real multi-media kit — indeed its conception spans the globe, as Kiwi have released a resin conversion set for the Spitfire XII and boxed it together with a bagged ICM Mk IX. The result is a perfect Mk XII, including decals for two aircraft. The package includes ICM's original instructions and decals and comes in a stout cardboard box. The downside is that it is a limited run



Spitfire Mk.IX

of 100 models, so get in there quickly to Kiwi via <http://www.cambridgeairforce.org.nz/>

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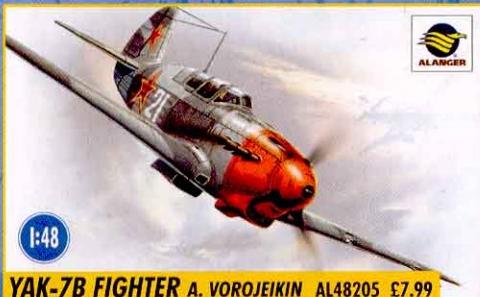
NIEUPORT 28C-1 (6 DECALS) GL5114 £12.99



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P.177K Export Fighter

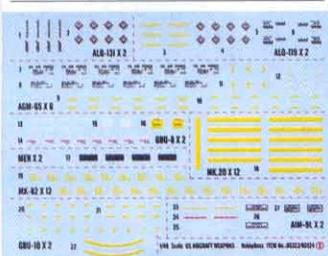
Scale: 1/72	Kit No: 72003
Price: £33.00	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Resin	
Parts: Resin 30, Vacform Clear 2	
Manufacturer: Freightdog	

This is the latest in the series of 'counterfactual' P.177 variants. Freightdog's neat resin masterpiece tells the story of what might have been, and includes decals for German air force and naval machines as well as a Japanese aircraft, and long range fuel tanks for the Marineflieger option.



Fairchild-Republic N/AW A-10 Thunderbolt II

Scale: 1/48	Kit No: 80324
Price: £25.99	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 108, Clear 18, Rubber Tyres 3	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	



Includes J2M3 Raiden and Ki-44 Tojo	
Scale: 1/144	Kit No: 14410
Price: £20.95	Decal Options: 5
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 80, Clear 10 (B-29)	
Manufacturer: Fujimi	
UK Importer: Models For Sale Ltd.	



MDD F/A-18A Hornet

Scale: 1/48	Kit No: 80320
Price: £25.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 213, Clear 10	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	

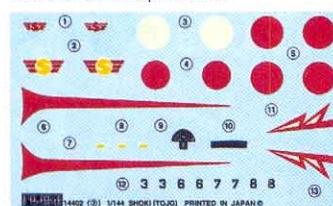


Hawker Sea Hawk FGA.6

Scale: 1/48	Decal Options: 3
Panel Lines: Recessed	Status:
Type: Injection Moulded Plastic	
Parts: Plastic 84 Clear 5, Etched 2	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	



This is an interesting package! The B-29 is a nice tooling, with a full bomb load and five decal options. The two additional fighters are an even nicer surprise, as they seem very nice little kits in themselves, and feature decals for two options each with a number of spare serials. Both fighters comprise some 20 pieces, with detailed interiors and usable transparencies.



Fairchild-Republic A-10 Thunderbolt II

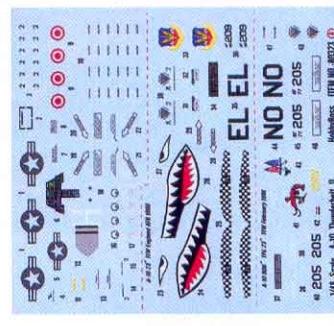
Scale: 1/48	Kit No: 80323
Price: £25.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 205, Clear 16, Rubber Tyres 3	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	

This is a big package, and opening it is not unlike approaching a Trumpeter kit — with care, devotion and pleasurable

anticipation.

The box is packed with plastic. There is a mass of weaponry, including a separate decal sheet given over to stores, and clear parts and rubber tyres are boxed separately within the main package.

This gives every impression of being an excellent product.



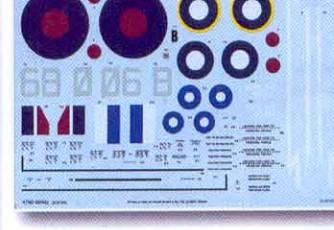
Russian Airliner IL-62M

Scale: 1/120	Kit No: 50001
Price: £9.99	Decal Options: 1
Panel Lines: Raised	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 15	
Manufacturer: Alander	UK Importer: Pocketbond



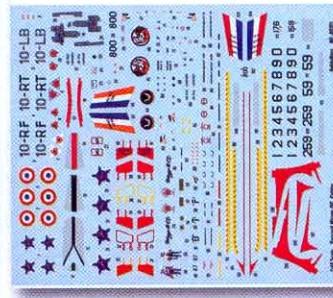
Supermarine Seafire Mk Ib

Scale: 1/32	Kit No: 04780
Price: £14.99	Decal Options: 2
Panel Lines: Raised	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 70, Clear 4	Manufacturer: Revell



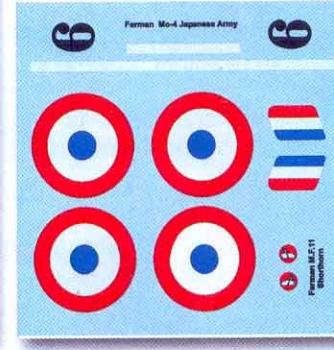
AMD Mirage IIIc

Scale: 1/48	Kit No: 80315
Price: £12.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 156, Clear 11	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	

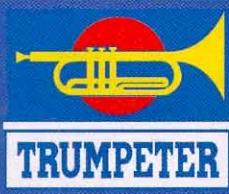


Farman MF 11 Shorthorn (French)

Scale: 1/72	Kit No: B82
Price: TBA	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 131
Manufacturer: Choroszy	UK Importer: Aeroclub



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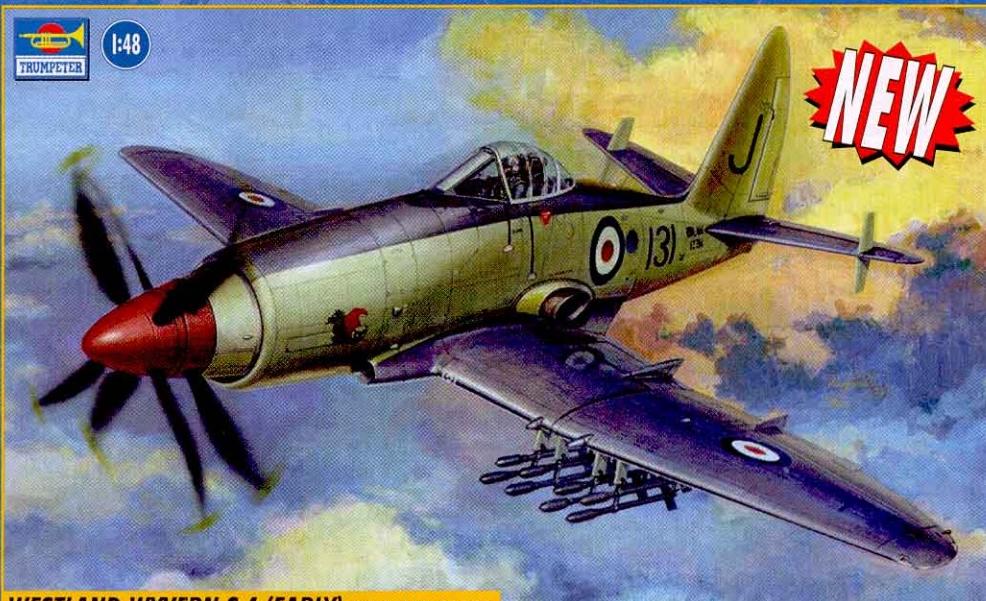
HURRICANE MK I TM-02414 £59.99



HURRICANE MK.II C/TROP TM-02416 £59.99



FAIREY GANNET AS MK I/4 TM-01629 £12.99



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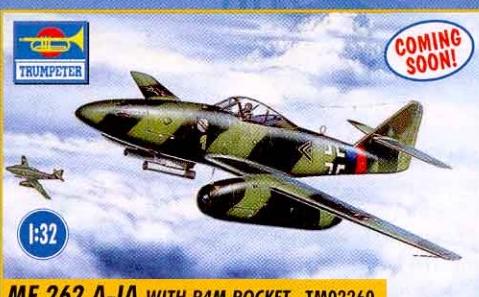
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99 Red Balloons

Modelling German Tornados in 1/144 scale,
by Gary Hatcher

*"Scramble in the summer sky
Ninety-nine red balloons go by"*

As aircraft modellers, by and large, we have little interest in popular music, but every now and then a song comes along that strikes a chord. One such was a seemingly innocuous piece in the early eighties by a German group called *Nena* entitled *99 Red Balloons*. Light-hearted in tone, the lyrics tell of an accidental plunge into Armageddon caused by the appearance on radar screens of an unidentified potential threat — the 99 hot-air balloons of the title.

The song's international chart success followed two events in Europe that saw US president Reagan's brinkmanship push the Cold War to the edge of disaster. First, in November 1983, the Soviet Union misread NATO's annual *Able Archer* exercise as an actual preparation for a nuclear strike and activated its own weapons for a pre-emptive blow. Largely overlooked by historians — and certainly played down at the time — the episode is now regarded by many as having been a more dangerous brush with nuclear war than the Cuban Missile Crisis.

Secondly, a few weeks later, in January 1984, the US deployed

Pershing II missiles in West Germany, prompting protests across Western Europe.

*"Ninety-nine knights of the air
Ride super high-tech jet fighters"*

The German people, more than most, had good reason to be concerned at these developments. With 27,000 Soviet tanks on their doorsteps, and the entire glowering weight of the Warsaw Pact literally a stone's throw away, it seemed likely that atonement was on the cards. *Nena*'s apparently glib pop song, then, becomes a wry piece of gallows humour when viewed in context, and the 'super high-tech jet fighters' referred to in the lyrics are not figments of the imagination, but the *Jagdgeschwader* of the reconstituted Luftwaffe, which were tasked with a significant part of the defence of NATO's front line.

Of course the skies of Germany in the early eighties were full of aircraft of all shapes and sizes, and the writer may have had any one of a number of combat types in mind, but as the Tornado was then one of the newest and shiniest pieces in the Luftwaffe's armoury, and as it was also the aircraft assigned a nuclear strike role, we will allow the misnomer to pass, and assume that the 'ninety-nine knights of the air' were not in fact riding fighters, but low-level tactical strike aircraft.

The Tornado in German Service

The prototype model made its first flight on 14 August 1974 from Manching airbase in what was then West Germany. The first service delivery was made on 27 July 1979,

with deliveries finally totalling 247 IDS variants, supplemented by 35 ECR machines for defence suppression missions. The German Navy also received 112 IDS aircraft. These latter flew initially with two naval wings, *Marinefliegergeschwaders* 1 and 2.

Training initially commenced at RAF Cottesmore in January 1981 and JaboG. 38 (*Jagdbombergeschwader*) commenced on the type in 1983, and was followed shortly by JaboG. 31. JaboG. 32 was equipped with Tornados at Lechfeld in 1984, and JaboG. 33 the following year. Finally, the last of the Luftwaffe's F-104G Starfighters were phased out with the arrival of Tornados at Memmingen in October 1987, where they equipped JaboG. 34.

In 1993 AG. 51 (*Aufklärungsgeschwader*) was reformed to perform the reconnaissance role, also taking over the low-level

maritime strike mission when the *Marineflieger* lost its Tornados in 2004.

The ECR variant (Electronic Combat Reconnaissance) was developed specifically for the Luftwaffe, eventually being allocated to JaboG. 32. The ECR machine employs improved engines and further modifications include the removal of the cannon, which makes way for an upgraded air-conditioning unit and the ELS (Emitter Location System) electronics. The radome is equipped with FLIR, and an infra-red photographic recording system is located in a bulge beneath the forward fuselage, aft of the nose gear well. It



References:

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The Kits

There are plenty of kits around of the Tornado in all its variants, with all the major scales well catered for. Most manufacturers have added a Luftwaffe machine to their range at some point, as the latter's dedication to special schemes, and especially to *Tiger Meet* markings, makes for some interesting and spectacular models. Revell in particular — being a German company — have done the aircraft proud, and it is their recently-tooled 1/144 kits that form the basis of this article.

Previous issues in 1/144 have been reboxings of the old Matchbox kit. This is by no means the worst 1/144 kit you will come across, but there can simply be no comparison with the new releases.

Revell's new kits offer an IDS machine (Kit No 04030) and an ECR (Kit No 04048). Both feature identical parts, although the ECR has an extra sprue featuring two HARM missiles and the bulge for the camera system. Tooling is immaculate, with detailed wheel wells, more than enough parts for the cockpit, and a neatly moulded one-piece canopy.

These new toolings have rendered all other 1/144 Tornado kits redundant, although the previous Revell releases, as we shall see, are worth obtaining for their decals, and one or two items of hardware, given the scarcity of available spare weapons in this scale.

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As I built successively more and more of the kits, short cuts and improved

Revell's German Tornados to date

Kits past and present allow for a growing number of aircraft to be depicted, although one should be wary of which boxes are worth buying and for what reason. One thing is certain, and that is that Revell have provided an opportunity to build up a stunning little collection of models, and their apparent commitment to producing reissues with more and more interesting markings ensures they will be a success.

That Revell are a German company has put a spotlight on a much neglected air arm, and this reviewer would like to thank them for introducing him to the fascinating story of the post-war Luftwaffe, its heraldry, and its important role throughout the darkest years of the Cold War.

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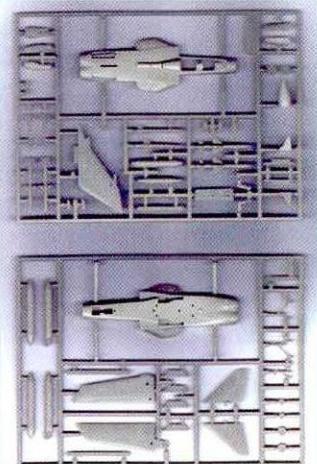
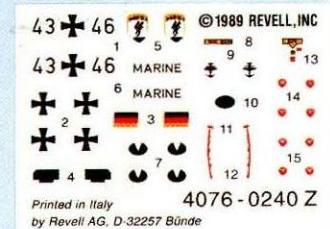
Kit 04040

This purports to be a GR.1, and is an early Revell reincarnation of the Matchbox kit. The diminutive decal sheet is very poorly printed and features almost no stencilling. Options are for one RAF machine (31 Sqn), one Italian, and two German. No details are given on the instructions as to the units represented but the badges, which are just about usable, seem to belong to a Luftwaffe machine of JaboG. 38, and a naval aircraft of MFG. 1.

An interesting weapons fit is provided, including Sidewinder, Harm and Kormoran missiles, as well as two items, which may be a buddy-refuelling pod and a MBB/Aeritalia reconnaissance pod. This latter looks usable, although the former leaves much to be desired. No RAF stores are included with any of Revell's kits.

Kit 04076

Marketed as a *Marineflieger* machine, this kit features box art showing the HARM/Kormoran



for the naval display machine, as well as an aircraft of JaboG. 31. No offensive weapons are included beyond a pair of Sidewinders, so you will need to source something to hang under the belly. Bear in mind that the display aircraft usually flies clean.



Kit 04030 (second sitting)

The swift reissue of this kit with a new box art and decal sheet give hope to the possibility of a boxing with the *Marineflieger* 90th Anniversary scheme! Nothing has changed in this release except for the inclusion of an AFG. 51 2002 *Tiger Meet* scheme instead of the naval display aircraft.



Kit 04036

This is the 1998 *Tiger Meet* scheme boxing, and is basically the same old Matchbox kit with a huge decal sheet included giving the tiger markings for the entire airframe. Wing-walk lines are also included on this sheet. Buy the kit and put the decals on a new tooling. Bear in mind as well that the aircraft depicted is an ECR machine, not an IDS, so the parts in the box are not entirely accurate.



Kit 04048

This is the ECR version of the new tooling, and features decals for a *Tiger* scheme from JaboG. 32 in 1994, as well as a standard grey machine from 2004. A tiny extra sprue includes HARM missiles and the camera bulge.



References:

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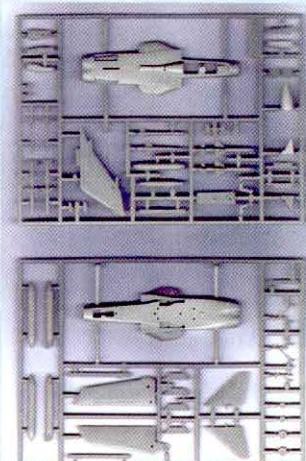
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'double-whammy' weapons fit. Markings are included for one aircraft, 43+46 of MFG.1. Dedicated *Marineflieger* fans can model the other German Naval wing by utilising the MFG. 2 badges from Revell's superb TF-104G kit. This also includes sufficient badges to allow a Tornado in the latterday Norm 87D naval camouflage scheme to be modelled, as the only markings currently available with kits for aircraft in this attractive three-tone grey pattern are in special schemes. Stores included are as in 04040, and indeed all the Matchbox reissues put out by Revell feature the same German weapons fit — even MiG-Eater in *Desert Storm* markings, to the frustration of some!



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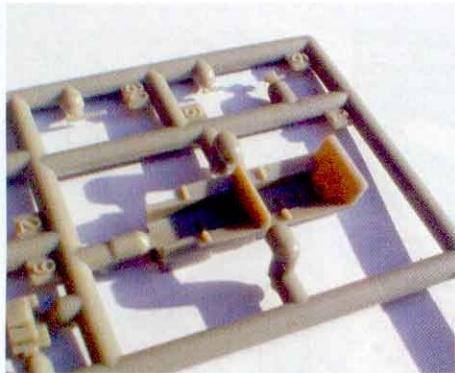
This is the first of the new toolings — an IDS machine, including markings



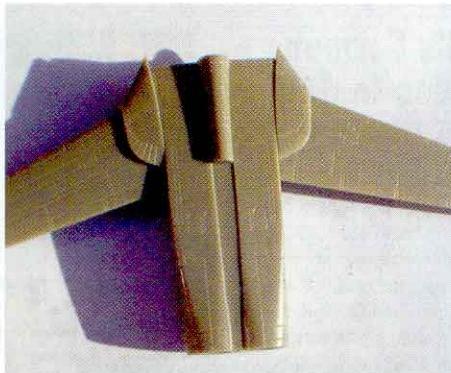
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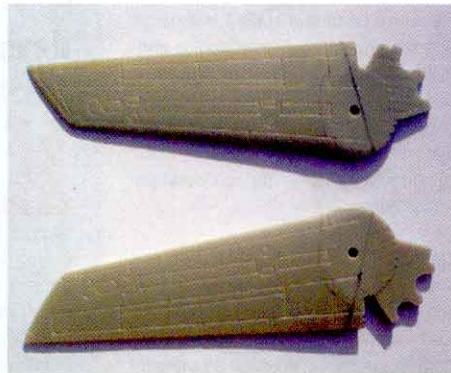




The cockpit tub — a blank canvas



A dry-fit of the rear fuselage and wings



The wings marked for cutting



The forward fuselage section is split vertically. Might we hope for a new F-3 tooling down the line?



Main assembly advances after the cockpit has been assembled



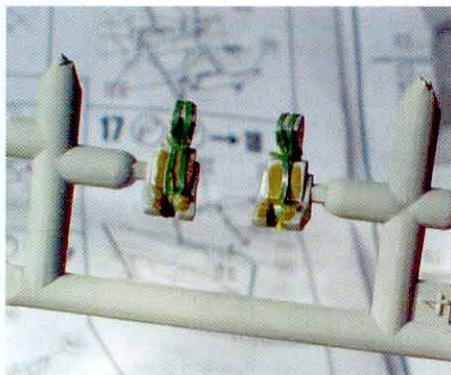
Reckless use of filler on the rear fuselage



There is ample space for nose weight behind the cockpit bulkhead



Production line assembly under way



Crude detailing to the seats will look fine under the hood

techniques became apparent, and some of the laborious efforts made on the early versions became redundant. The kits were, for the most part, built from the box, the only deviations being simple modifications to the wing-glove, the cutting of the wings, and some seatbelt detailing added. One useful item I acquired at an early stage was a cracked canopy, which has proved invaluable for cutting masking tape for all the others without damaging them.

Construction commences with the rear fuselage halves, together with the intakes, the halves of which are best glued together and cleaned up before attaching to the model. I left the wings off, as these would be fitted after painting.

Rudimentary detail was added to

the cockpit using bits of decal and black-coloured masking tape. With the canopy closed, there is no need to provide anything more than a rough impression beneath the transparency.

The lack of seatbelts will be noticeable, and a harness was added from masking tape, which will also pass muster in this scale. One thing to bear in mind with the cockpit assembly is Part 9, which is the shroud for the rear instrument panel. This will need to be heavily trimmed to allow the canopy to fit. Again, this will not be discernible beneath the transparency. Nose weight is essential, and there is plenty of room for this. I put a small amount of lead in the nose and glued more to the rear cockpit bulkhead. There are no tail-sitters in my *Geschwaders*.

With the main airframe assembly completed and all seams cleaned up — the clever tooling obviates most of these — I was able to attach the canopy. It is important that this goes on as late in the build as possible, as with the best efforts in the world, dust will collect on the inside if you leave too much of the cleaning up process until after it has been attached.

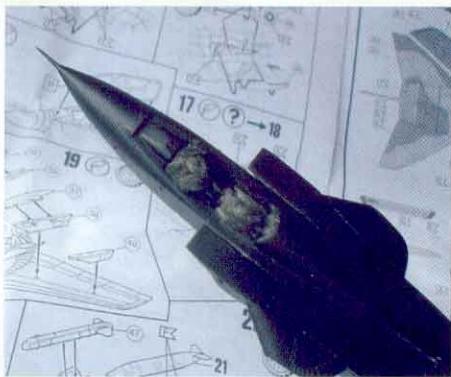
One point — quite literally — worth mentioning is the pitot tube. This fragile piece attaches to the front of the radome and is a little chunky. I found that gluing it securely and then gently working it with Micro-Mesh allowed a more scale-like thickness to be achieved. I also knocked so many off during the various builds that in the end I found it best to leave it out altogether until after decaling. As the

radome needs to be masked up and sprayed black at some point, the safest course of action proved to be to attend to the pitot tube at the same time.

Other details worth attending to during construction are the main gear doors, which need a little thinning down, and the nosewheel doors, which I simply replaced with the thinnest card I could muster. It is worth paying attention to these, as even the thinnest kit parts in 1/144 can seem overscale.

Gloves Off

Now to my pet hate: wing glove seals — or lack of same. If anyone ever makes a Tornado kit with this matter attended to, then I for one will be grateful. Gaping crevices behind the



An early build featuring Halfords matt black. Pitot tube and radome were left until last



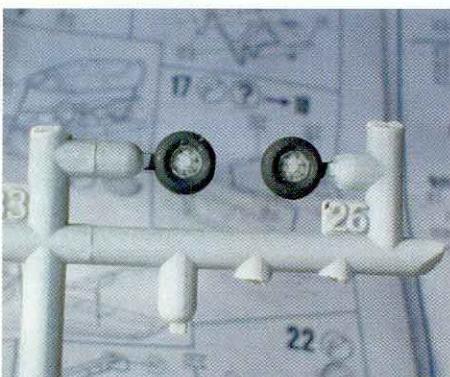
Wings receiving a black spray for the wingtip panels



A camouflaged machine waiting for the Johnsons Klear to go on



Another early build. Note the plastic tube taped over the pitot to try and avoid breakage



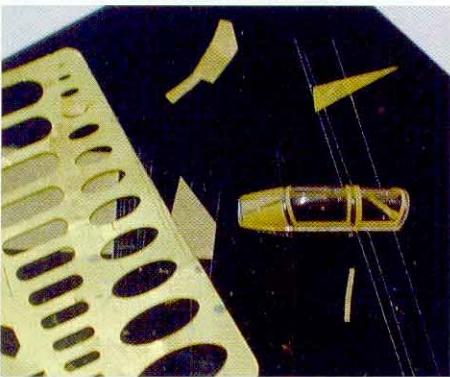
Main wheels partially painted



Stores and equipment under way



The kit's Sidewinder, right, and modified, left



Masks were cut in situ using a damaged spare canopy



Care is needed to mask in this scale, but results reward patience





Two variants of the Norm 83 camouflage scheme. Aircraft from JaboGs.31 and 32

wingroots are not acceptable.

My solution in larger scales has always been to cut off the wing base flush with the fuselage side and fabricate an insert which is fitted into the wing glove, the shape of which has been squared-off to accommodate it. Most kits will have a gap the shape of the wing profile to accommodate a wing in the swept-back position. This is fine if modelling the aircraft in flight, but tedious otherwise. I employed this method on the first kit I built, but subsequently I found the glove could simply be replicated with a piece of painted masking tape stuck over the hole. The wings still need to be sown off, but butt-joining them into the socket allows them to be painted separately and greatly eases the process.

A gentle teasing of the tape glove once in position, opening a slight aperture, gives it a satisfactory look. Once sealed in with plenty of

Johnson's Klear it will certainly suffice in this scale, and is a huge improvement on the ugly hole it replaces.

Weapons

One of the delightful things about the Tornado is the scope for dangling weaponry under its wings — in fact without a full load the aircraft looks faintly embarrassed, with its seemingly undersized wings and stalky undercarriage. I decided to load mine up as much as possible.

Luftwaffe aircraft have been armed with US-supplied B61 nuclear bombs, plus the MW-1 bomblet-

dispensing system, AGM-65 Maverick and AGM-88 HARM. Self-defence is provided by Bofors BOZ-101 ECM pods, AIM-9Ls and Telefunken Systemtechnik Cerberus II, III or IV



Underside of Tornado ECR in Norm 95 medium-altitude camouflage pattern

jamming pods.

Naval aircraft have employed the MBB Kormoran anti-ship missile, backed by AGM-88 and the BL755 cluster-bomb, plus SFC 28-300 'buddy' pods. Of course many of these goodies are simply unavailable in 1/144 at time of writing, so I was obliged to do the best I could.

The grey ECR aircraft, 46+57, was armed with the two HARM missiles provided, although it would not be unacceptable to fit four. I opted for the fuel tanks on the inner pylons on all my aircraft, however, as these are by far and away the most commonly seen items on these stations. The ECR will

need its cannon removed, and these were simply filled and sanded earlier in the construction stage. I added the Sidewinder rails to

the inner pylons, but left the missiles off, as these are a little heavy-looking.

The second aircraft finished was a *Marineflieger* IDS. For this I took a pair of Kormoran anti-ship missiles from an older boxing and replaced the slab-like fins with thinner card. I cut the head and tail section from the kit's Sidewinders and replaced the centre-sections with part of a dressmaker's pin, which seems a little less heavy-looking. Again, fuel tanks were fitted to the inner-stations. By all accounts, aircraft tasked with the anti-shipping role could carry two HARM missiles and two Kormorans, which would enable them to disable a target's defences before slamming it with the heavy stuff. This arrangement I will certainly include on a future model.

For the *Tiger Meet* aircraft I was faced with a dilemma. The actual scheme calls for blue wing tanks with tiger stripes to be loaded on the inner wing pylons. Not wanting to compromise the attractive grey scheme with such gaudy items I decided to cheat, and simply added on two grey ones. I also put an additional pair of tanks on the fuselage outer pylons, and these give the aircraft a

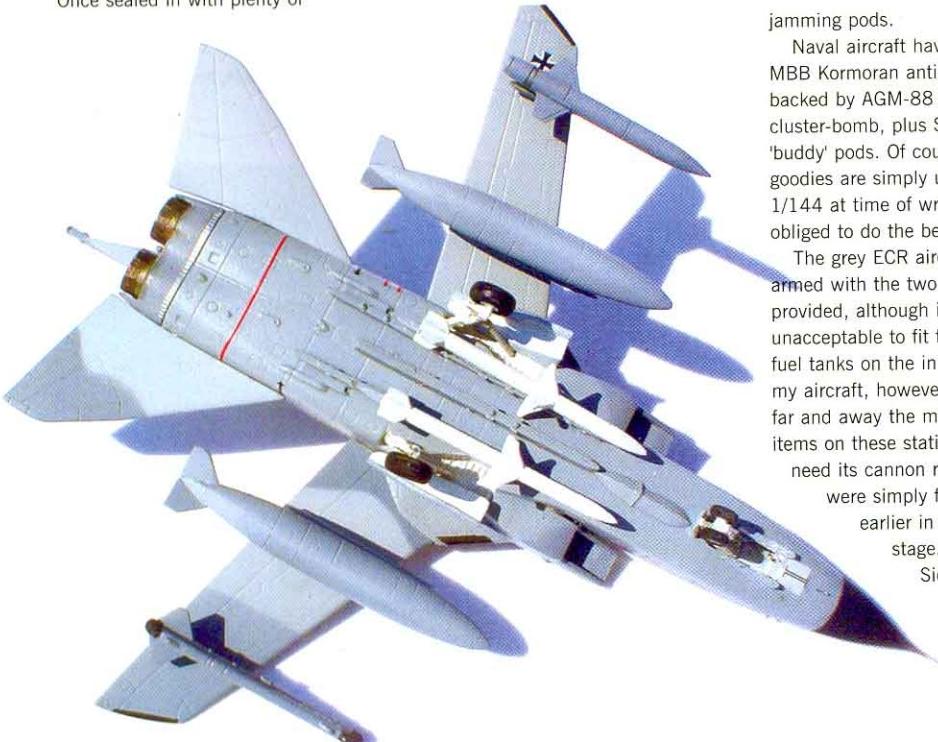
pleasing heavily-laden appearance. Plenty of pictures of this configuration can be found. Once again I left off the Sidewinders, and as the aircraft is another ECR machine I had previously filled the cannon ports.

The two green machines also received extra fuel tanks on the belly pylons, as lacking anything else — apart from HARM missiles — it was either this or empty. The models look far better with a full load, so extra fuel it was.

Revell have recently reissued the IDS kit with a new decal option. Hopefully this will continue, and we may be fortunate enough to have both recce and refuelling pods with future issues if we pray long and hard enough.

Colour and Markings

Here we come to the really convoluted and faintly unsatisfactory part of the proceedings. In contrast to the meticulous documentation of the wartime RLM colours, the RAL system employed by the post-war Luftwaffe seems to have been dealt with cursorily at best by most paint manufacturers, and this is compounded by the fact that Revell — who are making most of the kits — provide only their usual suggestions



Tornado ECR in Norm 95 medium-altitude camouflage pattern



for colour mixes from their own range.

Few sources seem to agree on what the correct colours translate as, and even when they do there seems to be no complete range of readily-mixed paints available.

My own personal opinions on colours and markings rate as



Marineflieger Tornado IDS in with MFG.1 markings and Kormoran missiles on fuselage stations

somewhat heretical, as I am a firm believer in the fact that the camera lies, and that colours begin to change from the moment they are applied. Consequently, photographic evidence should never be regarded as infallible, and if you do get a shade slightly wrong, does it really matter as long as you are in the right ballpark? What I do try to ensure, where uncertainty prevents total accuracy, is that all models are painted the same shade of wrong...

Better, of course, to get them right, so here are some notes based on what I was able to establish.

Most Luftwaffe Tornados now, both IDS and ECR, carry a three-tone grey scheme referred to as *Norm '95* (*Standard '95*), which seems to fade in service to a point at which the demarcations are barely discernible. The kit instructions give no indication as to what the correct designations of these greys actually are, but an online source confirmed them as FS35237, FS36320 and FS36375. Personally I use Lifecolor acrylics, as they spray better than anything I have yet tried. Their UA025 Light Gull Gray, UA026 Light Compass Gray and UA027 Dark Compass Gray match these FS numbers and fit the bill perfectly. The overall affect is pleasing, with demarcations very obscure, and it looks about right to me. Decals were entirely from the kit and depict a Tornado ECR of JaboG. 32 at Lechfeld in 2004.

The *Marineflieger* IDS aircraft was easier to pin down. RAL 7012 *Basaltgrau* uppersurfaces over white undersides was the recommendation, and I employed Lifecolor's UA022 for this. Humbrol 32, I am advised, is a good match, while Xtracolor X254 is also applicable. With hindsight I should have lightened the paint considerably, but this was an early build and predated the succession of *Airdoc* books I purchased as I got deeper into the subject. The decals were taken from a previous Revell boxing of the Matchbox kit — the same one that yielded up the Kormorans. The instructions give little details of the unit, but it is basically a German Naval IDS machine from MFG. 1 in the early eighties.

The Tiger Meet option also featured decals from an older boxing. This spectacular scheme was applied to

for the greens. Using Lifecolor again, I mixed a very dark grey for the RAL 7021, and employed their UA001 (FS 34079) and UA002 (FS34102) for the greens. The effect is excellent, and one I could not have achieved correctly by attempting to follow Revell's mixing instructions. Markings for JaboG. 31 and JaboG. 32 were sourced from the kit decal sheets.

Conclusion

This was a real can of worms. Initially I only opened the boxes to count the parts for a preview in *SAMI*. It was love at first sight. One puff and you're hooked! Now I have set aside any amount of British naval projects to concentrate on the post-war Luftwaffe in 1/144. Thanks to Revell it has become a fascinating and rewarding period in my modelling progress, and with their TF-104G and AlphaJet, not to mention many more Tornados in the pipeline, there is plenty of scope to model a broad cross-section of the service.

These kits are sublime. One seldom encounters a set of parts that go together with so little fuss or extra work. As for the 99 red balloons, maybe the notion is fatuous, but travelling in Germany through the 1980s was always an evocative experience, and the song seems to



Tornado ECR in 1998 Tiger Meet markings

sum up in some way the bravado and courage of the German people who lived on the knife's edge for so long.

SAMI

*"This is what we've waited for
This is it boys, this is war
The president is on the line
As 99 red balloons go by"*

SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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Breguet Br.14A2/B2

AZ MODEL 1/72

BY DAVE HOOPER

The Breguet XIV, like the Avro 504 and 'Brisfit', was one of WWI's great survivors with examples serving in the world's air forces throughout the 1920s and into the 1930s. Despite its pedigree, the type has been relatively overlooked by mainstream model manufacturers, making this new tooling by AZ an exciting prospect. The kit covers both the A2 (reconnaissance) and B2 (bomber) variants, and as such contains enough pieces to build about one-and-a-half models. This is a multimedia product. All the major parts are finely injection-moulded in a softish grey plastic. There is also a small array of resin parts, mainly covering ordnance, and a fret of Eduard photo-etch for the finer details. The instructions are well laid out and reasonably easy to follow. I did, however, find the painting guide on the back of the box a little incomplete with only the port side and upper wing camouflage schemes displayed. A rigging guide is supplied, but the diagram depicting the A2 main wing rigging incorrectly shows the B2 configuration.



Construction

I chose to build the B2 variant which is arguably the more complicated model as transparencies need to be fitted to the sidewall of each fuselage half prior to assembly. The interior consists largely of photo-etch and resin parts and is detailed enough to satisfy most modellers' whims, although photo-etch seatbelts aren't included. From here on construction was straightforward until I came to the wings.

When fitting the top wing using the moulded strut location holes I found the angle of the interplane struts to be too severe. This was unexpected as the amount of upper wing stagger appeared to be correct. To fix this problem the location points on the lower wing were moved back as far as possible and the upper wing refitted very slightly forward, which improved the situation, although to my eye the angle of the struts is still a



few degrees out. The American option I had chosen to build had uncovered wheels, but unfortunately these are not supplied with the kit, so spoked wheels were scratchbuilt under the supervision of local master modeller Ed Banham, and I am very grateful for his help.

Colour options

Colour details are supplied for A2 and B2 variants from four air forces: America, China, Romania and the Red Army (Russia). I chose to build the American 96th Aero Squadron option with its famous 'bomb-dropping devil' insignia. This aircraft sports a nice French 5 colour scheme on uppersurfaces and

clear-doped linen undersides. The decals are generally nicely printed, although one or two were slightly smudged. They conformed very well to a gloss surface using Micro solutions

Conclusion

Despite reservations concerning the angle of the interplane struts I was very pleased with the finished model. The construction was challenging enough to be enjoyable without becoming frustrating and at times I found the model very difficult to put down. While this is certainly not a beginner's kit, any modeller with a few Eduard ProfiPacks under their belts should be able to cope without being bogged down with fine detail. This is certainly a vast improvement on my old Merlin tooling from which I now plan to build a Chinese A2 using all the unused spare parts from this kit. Highly recommended.

SAMI

Messerschmitt Me 262B

EDUARD

1/144

BY DAVID FRANCIS

Regular readers will be familiar with the Assistant Editor's current fascination with all kits microscopic, and my own usual dedication to the larger end of the modelling spectrum. I decided that I would try and see what all the fuss was about with these mini kits, and as the new Eduard Me 262 had just arrived for review this seemed a good place to start. I was impressed with the detail that Eduard have supplied. The cockpit tub is a basic representation of the real thing with separate instrument panels. The light green plastic features some fine engraved panel lines though in reality these would be like trenches if scaled up to full size. A small etched brass sheet supplies the nightfighter antennas and a couple of DF loops.

Construction

This kit is a dream to put together as the standard of fit is very high. I was able to assemble it in one evening. The hardest part to work with is the canopy, as you have to make your own masks for the multiple frame lines. Eduard being masters at producing masks, I was surprised that these were not included in this kit as they are in many of their larger models. My method was to place the canopy over a bright light source and then apply tiny pieces of Tamiya masking tape. The light enabled me to see the moulded frame lines under the tape and it was then fairly easy to use a new No 11 scalpel blade to cut away the surplus. The undercarriage is moulded to scale thickness and thus very easy to break. I decided to assemble this separately and add undercarriage and nightfighter radar antennas after painting and decalling.

Colour Options

The kit decal sheet supplies four options, two nightfighters and two trainers. The nightfighters have RLM 82 Dunkelgrün upper wings and RLM 22 black lower surfaces, with the fuselage in a light mottle of RLM 81/82 over RLM 76. The trainers feature a splinter scheme of RLM 82/83 over RLM 76 with mottles in the same colour on the fuselage sides. Decal options are: Me 262B-1a/U1 Red 12, 10.NJG11, Schleswig, May 1945; Me 262B-1a/U1 Red 8, 10.NJG11, Magdeburg, April 1945; Me 262B-1a Black A, JG-7, Zatec, May 1945; and

Me-262B Schwalbe



1/144 scale

DUAL COMBO!

TECHNICAL DATA

Scale: 1/144	Kit No: 4421
Price: £5.99	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	Parts: Plastic 42, Clear 1, Etched 8 (x2)
Manufacturer: Eduard	UK Importer: Hannants

1/144

scale

Cierva Autogiro C.8L

HR MODEL 1/72

BY DAVID HOLMAN

HR continue their theme of producing different variants of the Avro 504 trainer by producing a model of this unusual record breaking aircraft. This kit contains over 40 resin parts and a small photo-etched fret. There is also an acetate sheet featuring the instrument panels. No instruction sheet or diagrams are included, although there is a bilingual information sheet on the actual aircraft with a three-view scale drawing to aid assembly and positioning. I found that referring to the assembly diagrams in the old Airfix Avro 504K kit aided in the construction of the basic airframe, as one suspects that HR got their original castings from this underscale kit. The resin parts come on backing sheets and need to be cut out and cleaned up. The main parts that make up the airframe are free of blemishes and part easily from the casting blocks. I encountered a few sinkholes in the fuselage and wings which were easily filled and sanded. There is good ribbing detail on the wings and rotors, and some internal structure in the cockpit area.

Construction

Once all the parts are identified and



cleaned up, construction begins inside the cockpit. The resin seats fit onto a basic floor and photo-etched parts take care of the seat straps, throttles and instrument panels, with the instruments provided by the acetate backing sheet. The basic control columns are found on the resin sheet. The fuselage, wings, fin and tailplanes all fit well, and I found a simple jig made by stealing some Lego from my daughters helped immensely with alignment. Setting up this jig also facilitated the attachment of the struts, rods and rotors without having to handle this delicate little model. The remainder of the assembly sometimes depended upon pure guesswork, especially for some



of the smaller resin parts. Having been sent the TMA Editions' *Les Autogires La Cierva* book to review last year, I found this an invaluable reference when working out the various parts of the kit that I was having difficulty in identifying.

Colour Options

Painting the model was quite straightforward: Humbrol 11 silver enamel took care of most of it, with metallic black and natural wood dealing with the remainder. Decals are included for G-EBYY, which Juan de la Cierva personally flew across the English Channel to Paris – Le Bourget from Croydon in 1928, and which is still displayed in the Musée de l'Air et de

l'Espace at the airport. The decals for the all-black lettering are nicely printed and applied well after a brief soak in lukewarm water.

Conclusion

Due to the absence of assembly instructions, I would recommend this kit only to those who have had a lot of experience with this particular media. The smaller resin parts are rather delicate and you may consider replacing some with sturdier alternatives. However, despite these few faults I found it a challenging yet rewarding build and it is certainly something different to add to any rotary-winged collection.

SAMI

He 177A-6 Greif and Henschel Hs 293

REVELL 1/48

BY TODD ZEIK

The kit comes in Revell's familiar blue box and contains their earlier He 117A-5 kit on seven sprues, with two additional sprues for the A-6 version and Hs 293 flying bombs. All parts have excellent surface detail with engraved panel lines, no flash and only a few injector pin marks, albeit strategically well placed. Transparencies are separately bagged and relatively clear, but will require careful removal from the sprue. The large decal sheet, which includes almost every conceivable aircraft stencil used by the Luftwaffe, is semi-gloss and in good register, but has rather thick carrier film.

Construction

Construction starts with the interior which includes a full cockpit area comprising 20 parts, which features some very fine detail that, with careful dry-brushing and painting, produces an excellent representation of the real thing. Completing the interior is the bomb bay insert, again with great moulded surface detail, and those crew positions that can be seen through the various turrets. The rear turret is made up of eight parts, but needed filler and was fiddly. I painted the whole interior RLM 02 and dry-brushed with lighter shades of the base colour before closing up the fuselage halves. The fuselage needed a fair amount of filler on



the joints, the fit being so poor at the top that I ended up sanding down the raised rectangular spines and replacing them with lead foil, with holes punched out to replace the three recessed circular moldings. I then removed the tail end portion of the fuselage halves as indicated by the instructions to produce the A-6 version's rear turret configuration. The instructions also direct you to remove 1-2 mm of material from the rudder and the rear fuselage to allow the rear gun turret parts to fit. I found that this was not necessary, and with careful removal of the fuselage ends plenty of clearance between the tail assembly and turret was possible, so dry-fit here before diving in with files.

The next steps involved building up the wings and horizontal stabilisers, which

fitted well, with only a small amount of filler needed around the engine nacelles. The remaining assemblies were then built and painted, and all went together with no issues. The wings, horizontal stabilisers, and rudder fit well to the fuselage and the clear parts (both sides first coated with Future) were superglued onto the fuselage and then painstakingly masked. Careful checking of the wing dihedral is required while things set up, and I temporarily fixed the undercarriage to aid in this. I needed only a small amount of filler to blend the canopies with the fuselage.

Colour Options

Three marking options are provided by the kit, all three being slight variations of the same two-tone dark green (RLM 72/73) splinter camouflage over light blue RLM 65 with RLM 77 light grey mottle on the sides. Revell call out their usual cryptic mixes but do also give RLM numbers for

the main colours. I normally don't stock late war RLM colours, and used Polly Scale's RLM 72 and RLM 73 over RLM 65 with RLM 63 mottling (I never did find out what RLM 77 is).

The decals were thick and took an unusually long soak time to get them to slide off the backing paper, but with Micro Set eventually settled down over the details. Use plenty of Future as a good gloss base as the smaller stencils tended to silver easily.

Conclusions

I was impressed by the quality of the mouldings in this kit, and the assembly was well engineered and quite uneventful, with only a few minor issues on the fuselage to contend with. I had reservations about the decals, but they ended up working well, and aside from the confusing colour decoding required, the kit was a very straightforward build.

SAMI



Ju-88

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1:72 Scale

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History & Reference



Squadron Signal

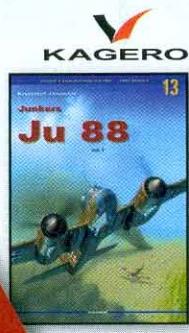
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Junkers Ju 88 Volume III (SC)

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Vought F4U-1 Bird Cage and F4U-1A Corsair

TAMIYA

1/72

BY JAMES GRIFFITHS

I have never seen a Tamiya kit which doesn't make a good first impression. Looking into the box first time is like being given the keys to a Mercedes-Benz SLK: you just know it's going to be a quality piece of workmanship, and these two 'bent-wing' offerings are no different. Unsurprisingly, both kits contain the same basic sprues, three grey plastic and one clear in each top-opening box. Only the clear parts, decals and instruction and painting sheets differentiate the two kits.

Construction

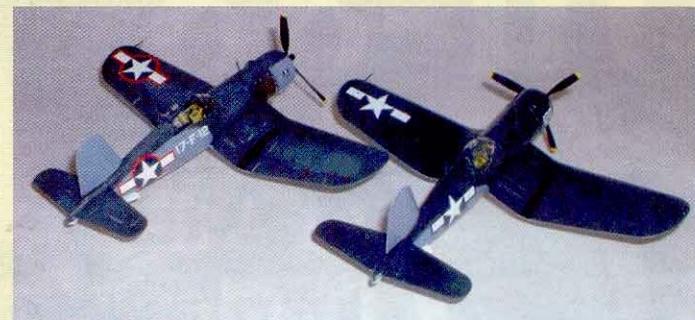
Starting with the cockpits, decals are provided for the seatbelts and instrument



TECHNICAL DATA

Scale: 1/72	Kit No: 60775
Price: £12.99	Decal Options:
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 79, Clear 8	Manufacturer: Tamiya
UK Importer: The Hobby Company	

panel. Construction is very simple, and a good level of detail is achieved with the



eight parts, which really benefit from a bit of dry-brushing. Once the cockpit tubs are complete the fuselage halves are brought together, and the modelling bench begins to look like the United Aircraft Corporation factories in Connecticut! Double-check

with the instructions before joining the fuselages that there aren't any aerial or other holes to open out for the chosen decal option, as they do vary. The wings suggest that other variants are in the pipeline as the starboard wing inner flap

D.H.112 Venom FB.1

CLASSIC AIRFRAMES 1/48

BY TIM LARGE

On opening the box you are presented with two bags, one containing 53 crisply moulded and flash-free grey plastic part on three sprues, the other providing 24 resin items.. The plastic is hard, with a high gloss finish. All panel lines are recessed, with raised detail where appropriate. Also included are a superb decal sheet, an Eduard mask set and a comprehensive A5 instruction booklet.

Construction

Once the parts have been cleaned up the only major extra work to needed is on the forward inner fuselage, where you will need to remove quite a lot of plastic to get the eight-part resin



TECHNICAL DATA

Scale: 1/48	Kit No: 4109
Price: £29.99	Decal Options:
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 53, Resin 24, Clear 2	Manufacturer: Classic Airframes
UK Importer: Hannants	

cockpit tub to fit. The rest of the parts fitted easily, and the only other problem I had was with Section 6 and 7 of the



instructions (the twin tailbooms) as parts 26/27 and 28/29 need to be swapped over to avoid all manner of problems. The under tray (part 2) is a separate item, so you can leave it off until the end and add weight into the fuselage to stop any tail-sitting — a feature other kit manufacturers would do well emulate. On a final note, you will have to supply some parts yourself, such as four antennas and two small air intakes on the fuselage underside.

RAF roundels is off-register. Once applied to the surface they behaved well, with no need for setting solutions.

Conclusion

This is a really nice addition to Classic Airframes' D.H. Vampire family. On the whole the build is trouble free if you take your time, and it does look the part once finished, which is just about all you can ask from a model. The kit is not for the beginner, but anyone who has put together some plastic kits, will find this an ideal introduction to the world of mixed-media models. I recommend this kit to all with an interest in post-war military jets.

SAMI



Colour Options

Three: 14 Sqn, Royal New Zealand Air Force circa 1956 and 14 Sqn Royal Air Force circa 1953-55, both in Dark Green/Dark Sea Grey uppersurfaces with PRU Blue undersides, and an aircraft from the Swiss Air Force's Flieger Staffel 10 circa 1966 in overall aluminium. Decals include RAF roundels, fin flashes and stencils for one aircraft, with the relevant squadron marking for both options, and a full set of Swiss markings. The decals are very well printed by Microscale, although the blue on the





Colour Options

The airframe configurations for the colour options in both kits have subtle detail differences that are mentioned throughout the instructions, tailwheels, weapons loads, propellers and aerial arrays being the main ones. All but one are variations of the Dark Sea Blue/Intermediate Blue/Insignia White scheme adopted by the US Navy from February 1943, the other being in an Intermediate Blue/Insignia White scheme. I used the suggested Tamiya paints for all but the two blues, which came from the Xtracylix range.

The decals required very little soaking and bedded down quickly, but moved with a little water and pressure when necessary. A small application of Micro Sol sealed them fast into the nicely moulded panels.

is a separate item with an unused alternative on the sprue.

The Pratt & Whitney Double Wasp radial engine is nicely moulded and, like the interior and wheel wells, benefits from a touch of weathering to bring out the detail.

Conclusion

Two very nice kits, certainly suitable to all modellers wanting a well-detailed *Sweetheart of the Marianas* or two in their collection. Dimensionally accurate, well produced and with a well printed decal sheet boasting bold colours and

enough density to prevent the base colour showing through, these two kits were a joy to build. I found it hard to find fault with them. I only hope that later kits are of the folding-wing variants, or even a Fleet Air Arm machine or two.

SAMI



Messerschmitt Bf 109K-4

REVELL **1/32**

BY ANGELO PICARDO

Five sprues of light grey plastic holding 124 finely moulded parts, 24 of which are not required for this model, are neatly packaged along with a clear sprue, into Revell's usual end-opening box. The parts are flash-free and feature very fine detail. The clear parts are thin and crystal clear. The 16-page instruction booklet features 42 stages and three painting and decalling guides. All paint references are for Revell's own brand though specific colours are given their RLM reference numbers.

Construction

Assembly begins with the cockpit, which features some lovely detail. The moulding on the starboard cockpit wall needs to be removed so a new panel can be fitted. The only thing missing is a seat harness, unless the pilot figure is used, and he is a nicely animated figure that should look good. A number of decals need to be applied to the cockpit and decal instruments are provided as an option for the panel.

This kit features a separate nose/cockpit, the split occurring just aft

Revell **Messerschmitt Bf 109 K-4**

TECHNICAL DATA

Scale: 1/32	Kit No: 04702
Price: £19.99	Decal Options:
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 96, Clear 9	Manufacturer: Revell

of the cockpit. A very large alignment plug and the break occurring at a panel line ensure nearly perfect fit, only the underside needing some filler to clean up the joint. The wing centre-section needs to have four holes drilled and two small blisters to be removed to make it appropriate for a 'K-4'. Further modification is needed on the wings to change the shape of the undercarriage bays and to accommodate upper wing bulges for the larger tyres of this mark. All these modifications are clearly explained and do not require any advanced modelling skills.

The wings fit seamlessly onto stub



spars. The flaps and leading-edge slats are separate but without modification can be fitted only in the lowered position. To accommodate different versions of the '109 the nose features a separate oil cooler and top. The oil cooler fits seamlessly, but the engine cowling needs a bit of effort to ensure a good fit..

The undercarriage legs are well detailed with separate torque links and moulded-on brakelines that are very well done. The legs fit positively into their sockets giving the machine the correct stance.

The canopy is a one-piece Galland hood and has the head armour moulded in plastic with separate clear panels, but to pose the canopy shut a strip of plastic needs first to be trimmed away. The windshield armour is a separate panel featuring a tab that locates to the main screen. I fixed it with gloss varnish.

Colour Options

Three colour options are provided for late-war machines featuring interesting schemes. This was the only place where I experienced any difficulty, as the reference to colours gets bewildering and the various shades of grey used on the painting diagrams are too close in shade to make things

absolutely clear. The colour scheme shown on the box art contradicts both the instructions and box photographs of a finished model.

Another problem here is that the decal placement guide is confusing. The numbers identifying the decals on the plans do not match those on the decal sheet and a number of decals are not mentioned at all. That aside, the decals are printed in perfect register and of good colour density. No swastikas are provided; I used some from my spares box. The decals went on well and settled down over the surface detail, the spinner spiral appearing to have been painted on.

Conclusion

At first glance this model seemed to present a number of fit problems due to the fuselage split and modifications needed to the wings, but the manufacturer has obviously spent a lot of time ensuring that no such problems would occur. I love the look of the late marks of the Bf 109, and this model does a great job of representing the 'K-4'.

I recommend this kit, but you will need to research colour schemes carefully.



SAMI

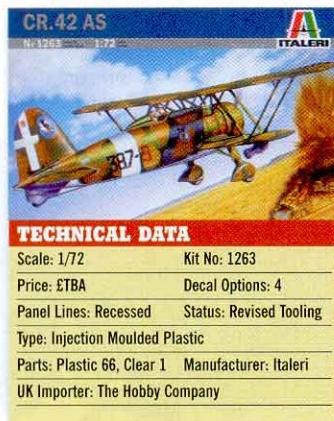
Fiat Cr.42 AS

ITALERI **1/72**
BY CHRIS BUSBRIDGE

This is the second issue of Italeri's 1/48 scale Fiat CR.42. This time it's the AS version that's featured, complete with sand filter intake, a pair of bomb racks and bombs, and the same reference booklet included in the 1/72 release.

Construction

This crisply moulded kit is accurately proportioned. Italeri have even managed to capture the flat-sided rear fuselage, something that other kits have often failed to do. It also features the oil cooler intakes that get missed as well, although in this case it's worth using tubular stock to improve their appearance, as they're just holes. The detail on the sand filter housing is a little simplified, but the thing that really lets this model down is the rather poor attempt at replicating fabric-covered areas. It is very tempting to sand it all down, but a much better remedy is to carefully scrape along the offending detail with a curved blade such as



a Swann Morton No 10 which will help retain the fabric effect and therefore give a more realistic finish — time-consuming but more than worth the effort.

Italeri have done a fairly effective job of reproducing the tubular framework in the cockpit, despite using the fewest parts possible. It looks OK when the fuselage is closed off, although it's not quite as

convincing as those found in other mixed media kits. The engine is quite well detailed too, and the cowling is constructed in such a way as to allow the engine to be left partially exposed. Although the lower wings and stabilisers can be attached to the fuselage at any stage, the top wing is best left off until the camouflage scheme is finished. The undercarriage should also be left as sub-assemblies.

Having made a few CR.42 kits in the past, I always find it much easier to glue all the struts in place on the top wing before starting the camouflage work. Italeri have moulded positive location points for all the parts, which makes this task easier still.

Colour Options

Four schemes are featured on the instruction sheet, three of them sporting the Fiat 'lizard' scheme, the fourth with a Macchi-inspired 'smoke' ring scheme. I favoured the 'lizard' scheme, as it's easier to do! I sprayed the whole of the

uppersurfaces and undercarriage with WEM's Nocciola Chiaro. When dry, I used Blu-Tack to mask off the brown patches and then sprayed WEM's Verde Oliva Scuro. The lower surfaces were sprayed with WEM's Grigio Azzurro Chiaro. The white fuselage band was also sprayed.

The decals were easy to apply, with no silvering apparent, although the top wing roundels were difficult to conform around the moulded detail and had to be helped with a few slices of the scalpel.

Conclusion

This is a very good model with perhaps the most accurate proportions out of all the CR.42 kits produced so far. Some of the crude detail, such as the fabric effect and the aileron control cables can be dealt with by more experienced modellers, but its ease of construction makes it suitable for nearly all modellers, even those who have yet to build a biplane. Highly recommended.

SAMI



Avro RJ85

REVELL **1/144**
BY JOHN BISSET

A very neat little kit of an interesting aircraft, better known to me by its earlier name, the HS 146, or if you insist, BAe 146. It's a long while since I built a new kit in this scale. The fine detail on some of the small parts was impressive, and for those who, like me, remember the Airfix 1/144 SkyKing series of airliners, this kit will be a revelation. Whilst there were some fine kits in that series, the moulding art has moved on

Construction

The build is quite straightforward, the only real curiosity being that both the main and nose gear wells are moulded as separate items which have to be fitted before closing up the fuselage. The large mainwheel wells made up cleanly, although I found the nose assembly irritatingly fiddly. The final effect was good however, once I got everything — including the separately moulded nose oleo scissors — arranged correctly. After closing up the fuselage, no filler and very little sanding was required. In fact the only filler I used anywhere on this model was inside the engine nacelles to hide a



vertical seam — awkward, but vital to deal with. The moulding fit was a delight, everywhere, even though I could hardly see what I was doing!

Colour Options

I was dubious about the colour scheme, which included silver decals for the leading-edges of wings and tailplane plus aileron and elevator. The decals are very thin and finely done, and with the help of a little acetic acid solution set beautifully around both leading- and trailing-edges — a first for me. So good were the results that I found myself wishing that similar decals had been

provided for the nacelle lips, which were tricky to hand paint. How quickly we can become ungrateful! It was the superb quality of these Italian-made decals that encouraged me to go out and buy Revell's recently-released 'Vienna Philharmonic' Airbus A340. I also liked the treatment of the cabin windows, for which separate surrounds and windows are provided, with a number of windows with half- or fully-closed blinds provided separately, a particularly nice touch.

Two schemes are provided. I chose the German Eurowings version. Again some lovely thoughtful touches. The tail

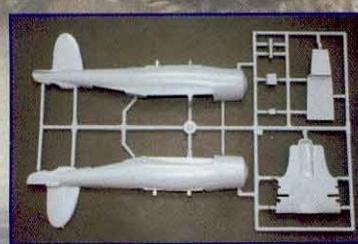
decals are provided both with and without the dark blue backing, to make colour matching easier across the horizontal tail surfaces. It's small details like that which make a big difference. Someone has put real modelling thinking into this. Thanks, folks.

Conclusion

Overall, a very worthwhile kit, strongly recommended if modern airliners are of any interest to you. Even if that's not your interest, go and get this kit for the sheer fun of playing with the decals. *Magnifico!*

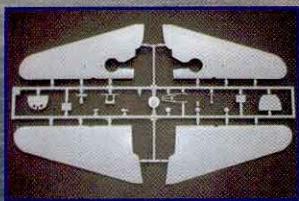
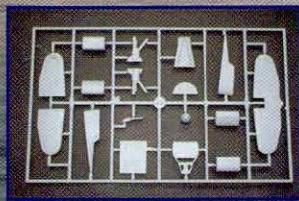
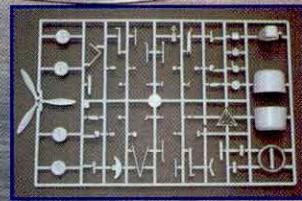
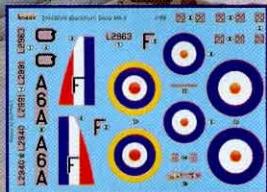
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Eduard

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32581	MH-60G Pave Hawk int.....	Aca/MRC £14.95

1/32 AIRCRAFT ETCH

32592	Bf 109K seatbelts	Has £5.50
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1/48 AIRCRAFT ETCH

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7167	- closed	£4.50 ITA
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Bell AH-1W Super Cobra

REVELL 1/72

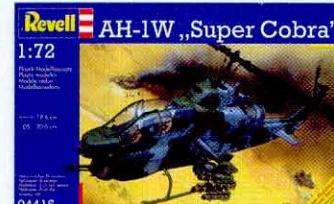
BY DAVID HOLMAN

This kit is a reissue of the former Italeri moulding. Inside the small end-opening box there is an A-4 instruction sheet in the usual Revell format with reference to their enamel paints range, although this will involve some mixing for the required shades. The two sprues of grey plastic have finely raised detail and the transparencies are separately bagged. The decal sheet provides markings for two US Marines aircraft based at Camp Pendleton, California in 1987 and 1992.

Construction

Construction begins in the cockpit with seats and instrument panels. The cockpit has a fair amount of detail, but for the superdetailer an update set is available from the aptly named Cobra Company.

When moving on to the main assembly, five grams of nose weight is required to prevent the model from tail-sitting. The parts go together without problems and the model soon starts to take shape. When joining the fuselage halves, watch out for the positioning of the M197 three-barrel cannon housing as it fits into a recess in the right half



TECHNICAL DATA

Scale: 1/72	Kit No: 04415
Price: £6.99	Decal Options: 2
Panel Lines: Raised	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 69, Clear 1	Manufacturer: Revell

unglued so that it can pivot. A similar arrangement is provided for the main rotor shaft. Fitting the target designator sight under the nose was also a bit tricky, as you have to push the rear half around two locating pins before attaching the front section. Due to the way that the engine housing fits, filler is required along the join lines. I used a Tipp-Ex pen to sort this out, with some careful sanding to avoid marring the fine raised panel lines.

The skids are a bit on the delicate side, so care needs to be taken to avoid damage when handling the model. I decided to leave all 'sticky-out' bits until after painting. The underwing stores



comprise a combination of Zuni 2.75-in rocket launchers and Hellfire missiles. Finally, the main rotor can be attached without cement, allowing for removal for storage or transportation of the model.

Colour Options

Colour options are a green/grey/black aircraft of HMLA-169 in the 'Land' camouflage scheme as on the box art, and a grey/sand experimental scheme from HMT-303 as used in *Desert Storm*. I went for the 'Land' scheme and used Xtracrylix paints. The minimal amount of decals for the model are very

clear and nicely printed. I used the Microscale system to apply them, with excellent results.

Conclusion

This is a quick-building kit with a low skill level rating that is ideal for young newcomers to the hobby who fancy a 3-D version of the star of their latest PlayStation game! It also makes a rapid addition to any experienced modeller's collection.

SAMI

'Brisfish' (Bristol Fighter)

EDUARD 1/48

BY SIMON UGLOW

Hot on the heels of Eduard's special edition Walfisch (SAMI June '2006) came the British equivalent with the Bristol F.2B Fighter in intricate 'fish' markings. This is the only scheme offered. As an added bonus a set of the excellent RFC figures (Kit No 8505) is included.

Construction

A full engine is not provided. Rather, the 275 hp Rolls-Royce Falcon is represented by inserts, and little is visible once the short-style exhausts are fitted. Eduard really have gone to town on the interior, with both the pilot's and observer's/gunner's stations represented with a mix of photo-etched and styrene components. A lot of this detail is visible in the finished model, so do a good job!

After closing up the fuselage halves



TECHNICAL DATA

Scale: 1/48	Kit No: 1118
Panel Lines: Recessed	Price: £27.75
Status: Revised Tooling	
Type: Injection Moulded Plastic	
Parts: Plastic 156, Etched 30	
Decal Options: 1	
Manufacturer: Eduard	UK Importer: LSA

and adding the observer's cockpit aperture you are faced with a few difficult seams. I always seem to struggle with joints across a flat surface, and to compound this some finely moulded detail lies adjacent to these joints. Patience here will pay dividends. Rather than using the supplied acetate for the windows in the cockpit floor and lower wing these were formed using Testors' 'Clear Cement and Window Maker' late in the build. I would recommend trial fitting the empennage at this time. I didn't, and on final assembly the main fuselage seam reopened and was nigh on impossible to rectify.



Colour Options

Painting is simplicity itself, with the decals providing all the detail. Eduard kindly see fit to provide a spare 'mouth' for the radiator and some solid colour decals for patching if required. Needless to say the decals are in register and show good density. Mating the wings to

the fuselage was approached with some trepidation, but I should have known Eduard's engineering was going to be spot-on. Everything fitted as directed and my assembly sequence was fuselage-to-lower wing, cabane struts, upper wing-to-cabane struts and lastly the interplane struts.

Conclusion

Another excellent kit from Eduard, and one well worth the purchase price. It's not the easiest build but this is a reflection of the subject matter and by no means a criticism of the kit, which is first rate. The figures...well, they really are the icing on this particular cake!

SAMI



Dassault-Breguet Br.1150 Atlantic 1

REVELL

1/72

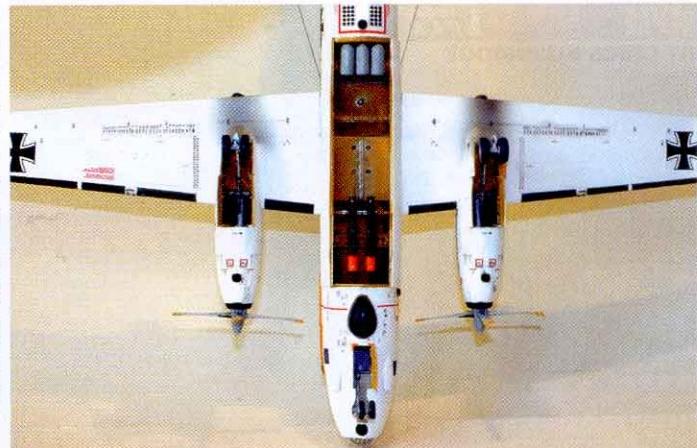
BY ANDY McCABE

I am sure that my postman will be complaining soon about the size of some of the parcels that he is delivering as yet another weighty large box arrives on the doorstep! This time it is the latest 1/72 release from Revell, packed in a large and colourful end-opening box, crammed into which are 10 sprues of injection-moulded plastic, two large decal sheets and a 20-page instruction booklet. This is a comprehensive kit with a lot of plastic in the box, and it looks impressive even at this stage. The parts are nicely moulded with crisp and clean panel lines and detailing. The decal sheets are again crisply printed with literally hundreds of stencils. It would be nice if Revell could put a couple of staples into the spine of their instruction booklets on larger kits, because as I build I fold them back on themselves and the pages tend to drop out.



here, one for the German Marineflieger version and the other for the French l'Aéronavale and Dutch Koninklijke Marine variant. I chose the German aircraft, which features a very nicely moulded chaff/flare dispenser.

Turning to the wings, the exhausts are constructed and located in the upper halves with landing-gear bay door retraction parts fitted to the lower



was the worst part of the build so far, with tape and clamps being needed to hold the parts together while the glue set. When I was happy that the wing sub-assemblies were acceptable they were glued into position on the fuselage. Fit here was excellent and no filler was needed. The dorsal fairing and various antennas were now fitted, apart from those where decals would go, and the wingtip sensor pods were assembled and glued into place along with the sole underwing pod.

Colour Options

Four, all in the same blue/grey uppersurfaces over white: *Marineflieger MFG 3 50 Jahre Marine* special scheme at Nordholz in 2006 and MFG 3 at Nordholz in May 1985; l'Aéronavale Flotille 24F at BAN Lann-Bihoue; and Kon Marine 320 Squadron at Valkenburg.

The model was sprayed overall with Humbrol acrylic satin white, then the uppersurfaces were masked off and sprayed with the Revell colour mixture as per instructions: 90% 374 satin grey, 9% 378 satin grey and 1% 56 matt

blue. Any remaining mixed paint was kept for touching-in purposes later as it would be nearly impossible to create this precise shade again. The colour scheme requires that you trim some decals from the sheet, place them against the model and mark the demarcation line on the fuselage in pencil. Be careful around the nose area, as if you mask as the instructions suggest the decals will not match the paint line. You have to start with these large decals at the tail because they have cut-outs to go around windows and tail parts and will only fit in one position. The whole scheme must be applied in one sitting to enable them to be aligned properly. It is time-consuming but ultimately worthwhile.

Conclusion

Yet another large, comprehensive aircraft model from Revell and good value for money. It is hard to criticise this kit. The sheer quantity and quality of the contents cannot be overstated, and the resulting model is testament to this. Impressive.

SAMI



Construction

The build begins with the weapons bay, which will benefit from careful painting of its raised detail. This assembly is inserted into the aft fuselage halves — the fuselage is split into four sections, two aft and two forward — and contains a weapons fit of two torpedoes and three depth charges. A fair amount of weight — some 30 grammes — is needed in the forward end of the aft fuselage section, and another 40 grammes will be added to the forward fuselage. The next stage is the cockpit, and again there is plenty of detail, with instruments supplied as decals, although they can be painted as there is raised detail on the instrument panels. This assembly also includes the nosewheel bay and the observation/spotter position in the nose.

Attached to this is the radar, then the whole lot is glued into position in one half of the forward fuselage. The cockpit glazing is a quarter fuselage section, which was masked and painted internally before fitting to the fuselage. A small amount of filler was needed to blend the parts together. The final stage of fuselage construction is the lower rear section. Two different parts are supplied

wings. There are two separate cowling parts for each engine, the placement of which is very tricky as there are no locating lugs on the wing sections. This



Fokker D.XXI Danish Version

MPM **1/72**

BY CHRIS BUSBRIDGE

This multi-media kit has three extremely well moulded sprues, displaying very fine surface detail with crisply engraved lines and very good fabric effect. The surface of the plastic is glossy and smooth. The injection-moulded canopy is very clear with finely moulded framework. A photo-etch sheet is provided for all the smaller detail parts, including optional panels for the upper wing. A number of resin parts are also included. With three other MPM D.XXI kits already released, this would explain



TECHNICAL DATA

Scale: 1/72	Kit No: 72544
Price: TBA	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 50, Resin 11, Etched 23, Clear 3	
Manufacturer: MPM	UK Importer: Hannants

parts for two types of wings, rudders and cowlings. I opted for the unarmed two-bladed prop version, which meant that no parts from Sprue B were used at all.

Construction

The assembled cockpit, which is mostly in silver, needs to have the bulkheads trimmed in order to get it to fit inside the



Sailing By

Veteran reviewer Paul Janicki has been building more sailplanes – the latest selection from Dujin and CMR



Fauvel AV.361 Monobloc

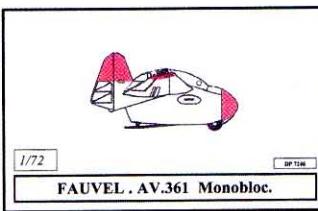
DUJIN **1/72**

BY PAUL JANICKI

This little kit is a real oddity for looks! Basically it is a flying — or should that be a *gliding*? — wing with a couple of fins for directional stability (*the tailless Fauvels* they were nicknamed ‘Death or Glory’ by French soaring enthusiasts. Ed.). As you may gather, there are very few parts with the canopy cover in vacform with a spare and all the remainder in resin. There is some fine surface detail to be found, all on the wings. The cockpit has a seat and instrument panel but there is very little else one can add. Generally, a well-produced kit for a small cottage industry concern.

Construction

Bearing in mind all the precautions of resin modelling, the kit can be built in a very short time and even painted in one evening. With all the parts prepared the fit is good with just a bit of filler needed around the roots where the fuselage pod meets the wing. The really delicate work is fitting the landing skid and preparing the vacform canopy.



TECHNICAL DATA

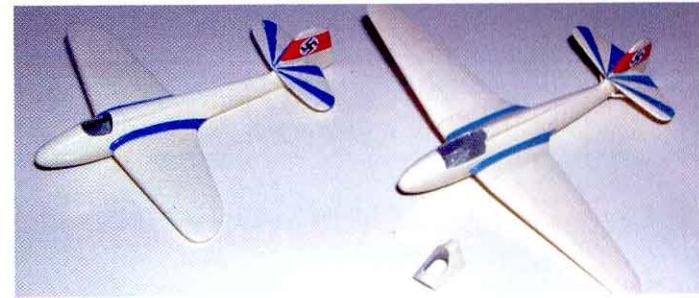
Scale: 1/72	Kit No: DA 72250
Price: TBA	Panel Lines: Recessed
Status: New Tooling	Decal Options: 1
Type: Resin	
Parts: Resin 9, Vacform Clear 2	
Manufacturer: Dujin	UK Importer: Hannants

Colour Options

Only one: overall white with red tips to wings and fins. The decals are as good as the ones in my last batch of Dujin sailplane kits, but limited to registration letters, plus a couple of spares.

Conclusion

If space is a problem on your sagging shelves and flying wings are part of your interests, then this kit will suit you. Also being quick and simple to complete it is recommended to all who just want to try a resin kit for the first time.



CMR DFS Stummel Habicht

CMR **1/72**

BY PAUL JANICKI

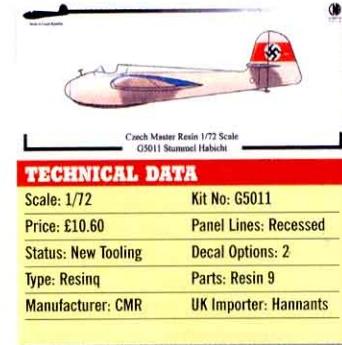
Not exactly a multi-part kit, but those you get are finely cast resin parts with an extra set of wings to make either the long (8-metre) or short (6-metre) span versions. An encouragement to add a bit more detail to the tiny cockpit is the inclusion of a separate coaming to which you must add a windscreen if desired.

Construction

With the minimal parts preparation required, the kit was easily assembled in short order. It took me about an hour to have it ready for priming and final painting. The parts fitted well, and no filling was needed. I opted for the 8-metre span version as I had already made the injected kits by Warlord some years ago and comparing them with this latest addition I found them to be equally good.

Colour Options

There is only one option, as there are no individual identity markings, and this is applicable to any Habicht. I have come across an image on the Internet of a preserved example in a silver-looking finish with the blue markings replaced by red and identification marks. Now that could be tempting! The supplied



Czech Master Resin 1/72 Scale G5011 Stummel Habicht

TECHNICAL DATA

Scale: 1/72	Kit No: G5011
Price: £10.60	Panel Lines: Recessed
Status: New Tooling	Decal Options: 2
Type: Resin	Parts: Resin 9
Manufacturer: CMR	UK Importer: Hannants

decals provide the sunburst pattern on the tailplanes and stripes along the wing roots, and of course, the obligatory fin band. The decal quality is good and they settled well on the gloss Humbrol ivory paint, the closest match I could find at the moment for the original RLM 05 *Elfenbein*. I’m still hoping somebody will produce this colour, how about it White Ensign or Xtracolor? (Seconded, though it is available in Italy’s Misterkit ‘Luftwaffe WWII Acrylic Colours’ range as MKLW-22 ‘RLM 05 Cream’. Ed.)

Conclusion

Overall, a neat little model that will look good against period Taifuns and Steiglitzes. Recommended to any pre-war Luftwaffe/glider fancier and newcomers to modelling in resin.

fuselage. One surprise, considering the overall quality of the model, is the mismatch between the separately moulded rudder and the fin which is integral with the fuselage. Neither seemed to fit, so I resorted to modifying the fin's hinge line. The top wing parts were glued to the fuselage; with the one-piece lower part used to obtain correct alignment before it too was glued in place. No filler was used anywhere on the model, only a touch of Mr Surfacer along the upper fuselage joint.

Colour Options

Other options in the kit are for the same aircraft fitted with a three-bladed propeller, and an armed variant with the guns slung under each wing, the

fairings for which are supplied as resin pieces. All these options are overall silver. Only the fourth option is camouflaged. This variant has some of its undercarriage fairings removed, which requires minor surgery. Following a coat of Halfords grey primer that was polished to get as smooth a surface as possible, Alclad aluminium was sprayed overall. Some Alclad copper was mixed with magnesium, then sprayed on the exhaust collector ring and exhaust.

The decals have a very thin varnish so they need some care in application. One advantage of this was their ability to conform over the fuselage fabric detail to good effect, with no silvering worth mentioning.



Conclusion

I really enjoyed this model, so much so that I was tempted to place an order for the other three MPM kits, including the Finnish skiplane variant. It is an expertly

produced kit, despite the problem I encountered with the ill-fitting rudder, and can be recommended to all modellers.

SAMI



Göppingen Gö 3 Minimoa

CMR **1/72**

BY PAUL JANICKI

Often quoted as being the most elegant of pre-war sailplanes, the Minimoa certainly has a graceful look with that very bird-like gull wing. CMR seem to have got it right with this kit. Only a few parts go to make the model, with a pilot's seat and a separate cockpit cupola to which is added a tiny vacform canopy. All the parts are virtually flash-free with no air bubbles on any of the resin parts, so minimal preparation is required before building.

Construction

Because of the few parts, build time was very speedy with everything fitting perfectly. The wings are butt-mounted to stubs on the fuselage that aid locating, but I drilled a couple of holes to each mating surface and glued in cut-down dressmaking pins to strengthen the joints. Before long, the model was ready for painting and finishing.

Colour Options

Six options, mostly in RLM 05 Elfenbein. You get the following:

- 1. D-STADT-NECKARGEMUND, serial 15790 and competition number 52. This was the chosen finish for the review model.
- 2. S-42 as operated by British Air Force of Occupation Gliding Club in 1945.

Czech Master Resin 1/72 Scale
G5016 Minimoa

TECHNICAL DATA	
Scale: 1/72	Kit No: G5016
Price: £10.60	Panel Lines: Recessed
Status: New Tooling	Decal Options: 5
Type: Resin	
Parts: Resin 8, Vacform Clear 2	
Manufacturer: CMR	UK Importer: Hannants

- 3 & 4. D-15-950 and D-14-295 of the NSFK 1939. These two lack the red trim of the first two schemes.
- 5. (D)-7-2192 used by the Czech Flying School, 1945-46.
- 6. An example exported to Argentina, trimmed with pale blue and with the national colours on the fin.

The very full decal sheet has all those nice large numbers and cleverly disguised swastika tail banners. They are well printed and have a matt finish, behaving well when applied with the usual decal solutions.

Conclusion

Another fine sailplane kit from CMR, recommended and one that will surely tempt all you glider fans out there.



Wassmer Wa 20 Javelot

DUJIN **1/72**

BY PAUL JANICKI

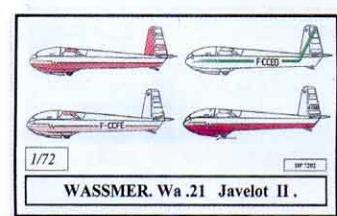
This kit appears to be a reissue, as suggested by a very early Dujin catalogue number and one side of the enclosed paperwork. The resin parts are quite well produced, with the smallest parts enclosed in a wafer-thin web of surplus resin. All the surface detail is finely done and there are just a couple of air bubbles here and there. As usual, a pair of vacform canopies is included.

Construction

The model took only an evening of preparation and assembling before being prepared for painting. The tricky part of the build was in cutting out the vacform canopy because of its poorly defined separation line. One wing was a little warped but was straightened by heating in hot water. With the canopy in place and masked the model was ready for priming, painting and minimal decal application.

Colour Options

The decal sheet contains registration lettering for three French subjects, two in overall yellow with Day-Glo extremities to fin, nose and wingtips are



F-CBQP and CBQR. My choice was the third option, F-CBGZ, in white with red trim.

Conclusion

A fairly ordinary looking glider, but one showing how sailplane design was progressing in the 1950s. As a kit it is simplicity itself to make, and one for anyone still not sure about making resin kits. So, M. Dujin, when can we expect British gliders and sailplanes from the Slingsby stable, T.21, T.31, Skylark?

SAMI

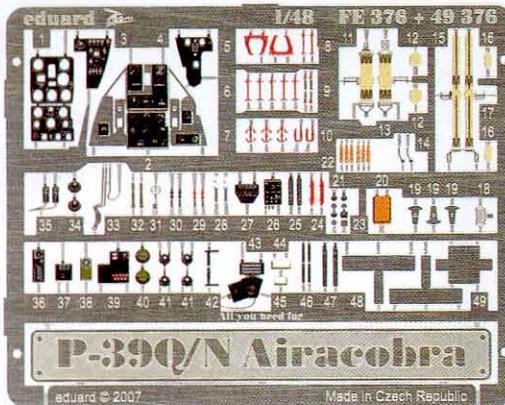
Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

Something new, something old

EDUARD

The Trumpeter Fairey Gannet AS.1/4 gets the Eduard treatment this month, much to the delight of our Deputy Editor. Two sets supply detail to all the visible areas of the model including a lovely pre-painted cockpit. The Hasegawa 1/32 scale Ju 87 also features on two sets. I must say that the detail on the pre-painted instrument panel is Eduard's best to date, and in the larger scale it is so much more visible. Eduard continue the trend we saw last month by producing more pre-painted rank badges, this time for 1/48 scale German infantry, Panzer and artillery troops — a bit tenuous in our magazine perhaps, but as many modellers will add troops to their diorama I thought we should cover them.



P-39Q/N Airacobra

1/72

Junkers Ju 88G

Product No: CX 183 mask Price: £3.70

Designed for: Hasegawa

Ki-27 Nate

Product No: CX 184 mask Price: £2.50

Designed for: ICM

Wellington Mk III

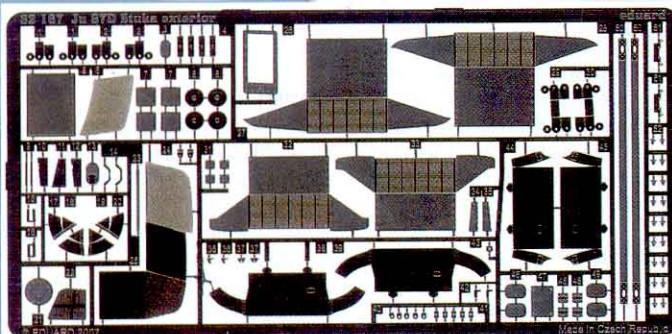
Product No: CX 186 mask Price: £5.60

Designed for: MPM

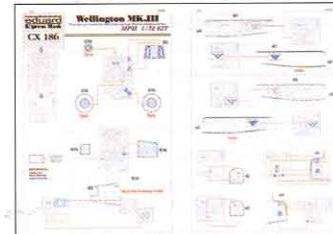
MH-47E Chinook Exterior

Product No: 72 455 Price: £11.75

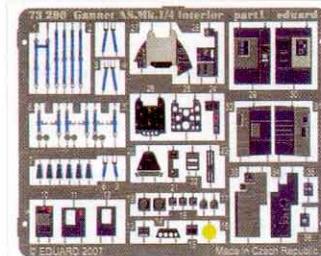
Designed for: Revell



Ju 87D Stuka Exterior



Wellington Mk III



Gannet AS.1-4 Interior



German Infantry Ranks WWII

Gannet AS.1-4 Exterior

Product No: 72 462 Price: £11.75

Designed for: Trumpeter

Gannet AS.1-4 Interior

Product No: 73 290 Price: £15.50

Designed for: Trumpeter 01629 kit

Meteor F.8

Product No: 73 293 Price: £4.99

Designed for: MPM

1/48

A-10 Thunderbolt II

Product No: EX 213 Mask Price: £4.99

Designed for: Italeri

P-39Q/N Airacobra

Product No: FE 376 Zoom Price: £4.99

Designed for: Hasegawa

B-26 Marauder Exterior

Product No: 48 561 Price: £15.50

Designed for: Revell/Monogram

B-26 Marauder Bomb Bay

Product No: 48 562 Price: £11.75

Designed for: Revell/Monogram

German Infantry Ranks WWII

Product No: 49 040 Price: £4.99

Designed for: N/A

German Panzer Ranks WWII

Product No: 49 041 Price: £4.99

Designed for: N/A

German Artillery Ranks WWII

Product No: 49 042 Price: £4.99

Designed for: N/A

P-39Q/N Airacobra

Product No: 49 376 Price: £8.75

Designed for: Hasegawa

1/32

P-51D Mustang

Product No: JX 064 Mask Price: £4.50

Designed for: Dragon

Ju 87D Stuka Exterior

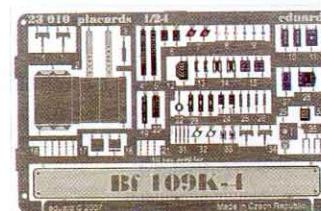
Product No: 32 167 Price: £10.50

Designed for: Hasegawa

Ju 87D Stuka Interior

Product No: 32 594 Price: £10.50

Designed for: Hasegawa



Messerschmitt Bf 109K-4 Placards

1/24

Messerschmitt Bf 109K-4 Placards

Product No: 23 010 Price: £5.60

Designed for: N/A

Conclusion

Yet another interesting selection covering the latest state-of-the-art kits like Trumpeter's Gannet and Hasegawa's Stuka, and the far older Monogram Marauder that was first produced over 30 years ago and supplies the basic shapes but does need a little help with the details. All of these sets are produced to Eduard's usual high standard and include some of the easiest to understand instructions to help you get the most from the sets. Recommended to all.

Our thanks to Eduard for the review samples. These sets can be purchased in the UK from LSA Models and Hannants.

SAMI

Not so secret vices

DREMEL

The newest addition to the Dremel range is the Multi-Vice, a high quality, heavy duty vice that can be clamped to any size of workbench. Once in position the Multi-Vice can be used in three ways. The first is a traditional vice to hold or grip items while you work on them or while adhesive sets. Two special features in this mode are the separate soft jaws that are perfect for working on plastic models. The second nice feature is that the whole head assembly can be tilted to a wide range of angles via a large ball joint at its base. Once the optimum working angle has been achieved a rotating collar locks the vice firmly in place at the desired angle.

The second option is to separate the gripping jaws so you can use them as a stand-alone clamp, while the final option

Model No.	Line	Weight (approximate)
2500	Multi-Vise	1.4kg
2500-01	Multi-Vise with Soft Jaws	1.4kg
2500-02	Multi-Vise with Soft Jaws and Tilting Head	1.4kg
2500-03	Multi-Vise with Soft Jaws and Tilting Head and Collar Lock	1.4kg
2500-04	Multi-Vise with Soft Jaws and Tilting Head and Collar Lock and Separate Clamps	1.4kg
2500-05	Multi-Vise with Soft Jaws and Tilting Head and Collar Lock and Separate Clamps and Tilting Head	1.4kg
2500-06	Multi-Vise with Soft Jaws and Tilting Head and Collar Lock and Separate Clamps and Tilting Head and Collar Lock	1.4kg

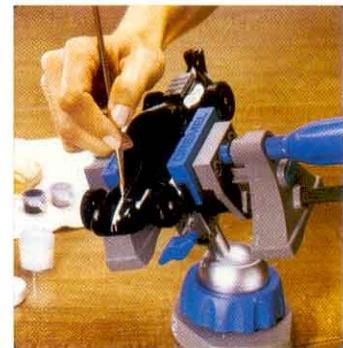
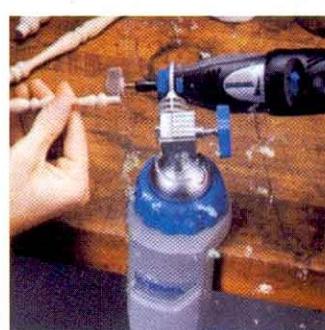
DREMEL MULTI-VISE™



is to attach a Dremel Multi-Tool to the head assembly with a special attachment collar to produce a rotary sander or cutter. This would be perfect for removing casting blocks from resin parts before use.

Dremel Multi-Vise Price: £30.00

Product No: 2500



Conclusion

Tools like this are a wise investment, as they will give years of faithful service due to their high quality construction compared to cheaper alternatives.

Our thanks to Dremel for supplying the review sample. Visit their website at www.dremel.com to view the full Dremel range, and use the dealer locator to find your nearest stockist.

SAMI

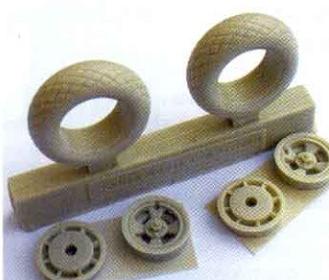
Fisher get even more Furious

FISHER MODEL & PATTERN

New releases from Paul Fisher are quite rare, normally about one new kit a year, and a few months ago we received his jaw-dropping Hawker Sea Fury (SAMI, January 2007). That I thought was it for another

year, but no! Now he has moved into producing a range of accessories for the aircraft. The first two are a set of alternative treaded tires and a Fleet Air Arm pilot figure, both cast in light grey resin with only minimal cleaning up required before use.

FAA Pilot 1940-50s



Diamond Tread Tires, Sea Fury

1/32

Diamond Tread Tires, Sea Fury

Product No: A3204 Price: \$10

Designed for: Fisher Model and Pattern

This set supplies two tyres with separate hub details to produce the treaded tires normally worn by shore-based Sea Furies and export Fury fighters.

FAA Pilot 1940-50s

Product No: F3204 Price: \$15

Designed for: N/A

Sculptured by the award-winning Mike Good, this figure features some of the nicest detail I have ever seen, from the gloves the pilot is holding to the details on his parachute harness. Two alternative heads are supplied, one complete with flying helmet and goggles, the other bareheaded. Though designed to accompany the Sea Fury, this figure would look good on its own mounted on a small wooden base, or alongside any propeller-driven Fleet Air Arm fighter.

Conclusion

These sets continue to build on Fisher Model and Pattern's reputation as one of the leading resin manufacturers in the world. Future projects due this year are a Sea Fury decal sheet with a further six

SAMI

Gustav Gear

RB PRODUCTIONS

Radu Brinza's love affair with Hasegawa's 1/32 Bf 109 family continues with his latest offering, an etched brass replacement undercarriage bay. The detail on the brass has to be seen to be believed — the zipper on the

canvas cover is so well etched that it almost looks like it would work. The assembly instructions are very clear, but some skill with etched brass may be required to get the best from this set.

1/32

Bf 109G-2 Detailed Wheel Well

Product No: RB-P 002 Price: 15 Euros

Designed for: Hasegawa/Revell

Conclusion

A truly amazing set that raises the bar on what can be achieved with etched brass. Radu has informed us that planned future releases will include correctly detailed wheel well sets for the Bf 109G-6 and 'K-4, and of course he is



also working on the previously announced 1/32 scale multimedia Arado Ar 234 in collaboration with MDC.

Our thanks to Radu Brinza for the review sample. This item can be purchased from RB Productions' eBay

shop at <http://stores.ebay.ie/radub> and is also stocked in the UK by MDC at models@ModelDesignConstruction.com or in the USA by Eagle Editions at eagle@eagle-editions.com

SAMI



Aftermarket decal sheets are another of those crucial aspects of the hobby that excite such attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

Scale Aviation Modeller international recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

All items received for review will be treated with serious and professional consideration.

Germany calling

HAHEN

Following a mention in *Scaling Down* in a previous issue, we have been pleased to receive some samples from HaHen from their 1/144 range.

1/144

HH 144022 Dornier Alpha Jet, Luftwaffe

Markings for five aircraft, including stencilling:

- 1. Jabo 41, August 1986
- 2. Jabo 43, July 1981
- 3. Jabo 49, January 1988
- 4. E 61, September 2002
- 5. Jabo 49, July 1995

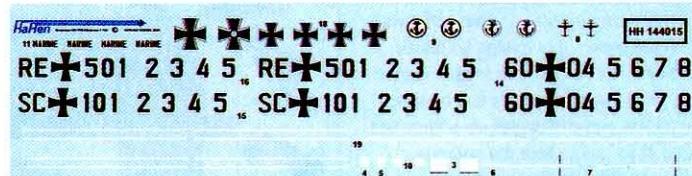
Three of these aircraft are in the RAL 6014/7012 over 7001 scheme, one is in the Norm 83 pattern, and the last is in a striking blue and grey scheme with large German tricolours.



HH 144022 Dornier Alpha Jet, Luftwaffe



HH144017 Canadair Sabre Mk 6, Luftwaffe JG 71



HH144015 Grumman HU-16B Albatross, Marineflieger

HH144017 Canadair Sabre Mk 6, Luftwaffe JG 71'

Markings are provided for aircraft of either 1 or 2 Staffel, but there is only one set of 'tulip' petals and stencils. Codes are provided to allow any JG 71 aircraft to be modelled.

HH144015 Grumman HU-16B Albatross, Marineflieger

A nice sheet aimed at the A Model kit. Markings and codes are provided to allow for a number of aircraft, with spare code numbers included for those who really want to line them up! Stencilling and wing walk markings are included. Photographic references will be essential

for using this sheet, as there is no clear indication on the instructions as to which style of national markings is applicable to which aircraft.

Conclusion

The print quality on these sheets is superb. Do not be put off by the overall carrier film, as it disappears completely when applied to a gloss surface, with no visible steps or obtrusive marks.

HaHen make some unique products. Their catalogue deserves a look, and with the promise of 1/144 Phantoms to come they are worth keeping an eye on. www.hahen.de

SAMI

Suffolk Punchers

CUTTING EDGE

This sheet supplies markings for two famous P-51s of the Yoxford Boys. One interesting snippet gained from the instructions is that the Yoxford Boys should more correctly be called the Leiston Boys, as it was this airfield at which they were based. In 1944 Lord Haw-Haw, the British traitor who broadcast propaganda from Germany during WWII, welcomed the USAF's 357th

Fighter Group to Yoxford, which was a small village near their base at RAF Leiston. The decals are in Cutting Edge's usual style with clear instructions and well-printed images. As with the Pyn-up decals reviewed below, alternative nosebands are supplied for the old but basically accurate Hasegawa kit or the new 'curate's egg' that is the Dragon P-51.

1/32

CED32085 P-51D Magnificent Mustangs Part 3

Both options may have been painted in RAF Dark Green over either natural metal or Neutral Gray. Both have D-Day stripes under the fuselage, with Option 2 also having these stripes under its wings. Option 1 has a white stripe above and below each wing; Option 2 has this stripe only on the upper wings. Both aircraft have red-and-yellow nosebands and spinners.

- 1. P-51D-10-NA, Capt Clarence 'Bud' Anderson, 362nd FS, 357th FG, late 1944. Name Old Crow above the exhaust stacks.
- 2. P-51D-15-NA 44-13318, Lt Col Tom Hayes, 364th FS, 357th FG. 95 mission markings above the

CED32085 P-51D Magnificent Mustangs Pt 3

exhaust stacks, nine German and two Japanese 'kill' markings under the cockpit, name Frenesi in yellow on the forward fuselage.

Conclusion

If you are in the market for large-scale Mustang decals that avoid a natural metal finish, this is the sheet for you. The quality of Cutting Edge's decals is assured and both aircraft are historically important in the history of the Yoxford Boys and deserve a place in your collection.

Our thanks to Cutting Edge for the sample. In the UK these decals can be purchased from Hannants, or direct from the manufacturer online at <http://www.meteorprod.com>

SAMI



Dauntlesses Galore

YELLOWHAMMER

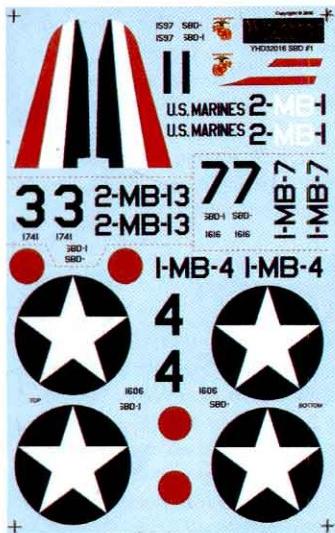
Though not the most prolific brand in the Meteor Productions stable, Yellowhammer can always be relied upon to produce some interesting decals. Their latest three sheets are for Trumpeter's amazing large-scale SBD Dauntless in all its sub-variants from -1 to -4. This ensures a wide range of camouflage from the pre-war 'yellow wings' schemes through overall Neutral Gray to the Blue/Gray over Light Gray camouflage. These decals have the superb instructions that are the hallmark of Yellowhammer sheets: the text portion is printed on a sheet of A4 and gives lots of historical information, plus advice on colours and details which can be added to your model. The colour illustrations are on a separate A4 sheet and clearly show the positioning of all the squadron marking. A small drawing also shows the positions of all the factory-applied stencils. As a bonus, two of the sheets include a set of BlackMagic vinyl masks. The first sheet supplies masks for the coloured section bands on the fuselage and wing and the white section of the tricolour rudder markings. The third sheet includes masks for the yellow bands around the large fuselage national insignia on the *Operation Torch* option.

1/32

YHD32016 Marine Douglas SBD-1s

All of the aircraft on this sheet are in the pre-war scheme of chrome yellow wings with natural metal fuselages. Each option has a wing band, fuselage band and nacelle in the section colour.

- 1. Douglas SBD-1, VMB-2, Squadron Commander's aircraft, 1940. Red Section.



YHD32016 Marine Douglas SBD-1s

- 2. Douglas SBD-1, VMB-2, 5th (Green) Section Leader, late 1940.
- 3. Douglas SBD-1, VMB-1, 2nd (White) Section Leader, Spring 1941.
- 4. Douglas SBD-1, VMB-1, 3rd (Blue) Section Leader, Spring

YHD32017 Navy & Marine Douglas SBD-3/4s

All aircraft on this sheet are in Blue/Gray over Light Gray camouflage.

- 1. Douglas SBD-4, VMSB-233, Guadalcanal, Spring 1943. Nose art of a bird above the name *Sister*, yellow bomb markings.
- 2. Douglas SBD-3, CDR Harry 'Don' Felt, Commander, Saratoga Air Group, Guadalcanal Campaign, August 1942.
- 3. Douglas SBD-3, ENS Leif W Larsen, VS-5, USS *Yorktown*, Battle of Midway, 4-7 June 1942.
- 4. Douglas SBD-3, Lt Richard H Best, VB-6, USS *Enterprise*, Battle of Midway, 4 June, 1942.

- 5. Douglas SBD-4, Major Frank E Holla, VMSB-144, Commander Munda, Solomon Islands, November 1943. Nose art *Pus Push* in white.
- 6. Douglas SBD-3, LCDR C Wade McClusky, Commander, *Enterprise* Air Group, Battle of Midway, 4 June 1942.

YHD32018 Navy & Marine Douglas SBD-1/2/3s

Options 1 to 4 are Blue/Gray over Light Gray camouflage, Option 5 is green over Light Gray, and the final two options are Light Gray overall.

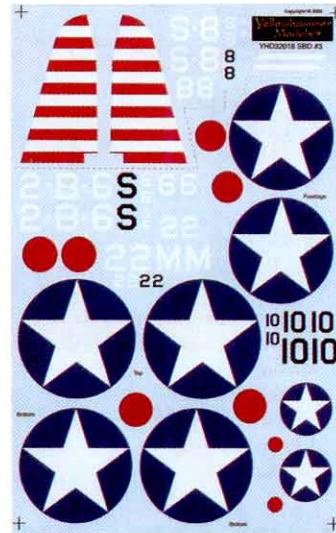
- 1. Douglas SBD-3, LTJG Stanley 'Swede' Vejtasa, VS-5, USS *Yorktown*, Battle of the Coral Sea, 8 May 1942. Red-and-white-striped rudder.
- 2. Douglas SBD-2, CDR Howard Young, Commander, *Enterprise* Air Group, Pearl Harbor, 7 December 1941. Replacement grey rudder.
- 3. Douglas SBD-3, LTJG William E. Hall, VS-2, USS *Lexington*, Battle of the Coral Sea, 8 May 1942. Red-and-white-striped rudder.
- 4. Douglas SBD-3, VS-41, USS *Ranger*, *Operation Torch*, November 1942. Large yellow surround to the fuselage markings.
- 5. Douglas SBD-3, VS-3, NAS Oakland, 30 September 1941. Experimental camouflage scheme.
- 6. Douglas SBD-2, VMSB-232, Eva Mooring Mast Field, Territory of Hawaii, 7 December 1941.
- 7. Douglas SBD-1, VMSB-232, Eva Mooring Mast Field, Territory of Hawaii, 7 December 1941.

Conclusion

These decals tick all the right boxes, as they include an interesting selection of markings including a few never previously seen in decal form in any



YHD32017 Navy & Marine Douglas SBD-3/4s



YHD32018 Navy & Marine Douglas SBD-1/2/3s

scale. The decals themselves are well printed, supported by the clear and concise instructions, and the addition of the BlackMagic masks makes them even better value for money.

Our thanks to Meteor Productions for supplying the review samples. These sheets can be ordered online from their website at www.meteorprod.com, and in the UK are available from Hannants.

SAMI

More 'stangs

PYN-UP DECALS

It has been a year since I last reviewed a sample from Meteor Productions' Pyn-up range and I had forgotten how good they are! The instructions and main decals are in the style familiar to anyone who has purchased a Cutting Edge or Yellowhammer decal sheet. But what really sets the Pyn-up range apart is that the small decal sheet which supplies the nose art — in this case two rather attractive ladies — is immaculately printed in near photographic detail. The art is printed on a very thin decal sheet and needs slightly different handling from traditional decals, as these are easier to damage. Considerately, Pyn-up supply two examples of each image, just in case. A real nice touch is that the differences in nose profiles of the old Hasegawa and newer Dragon P-51 kits

have been noted and alternative nosebands are supplied for both manufacturers' Mustangs.

1/32

PYN32004 Stunning 'Stangs Part 2

- 1. P-51D-5-NA 44-13691, Lt C E Weaver, 362nd FS, 357th FG, 1945. This aircraft has RAF Dark Green top surfaces over Neutral Gray, with yellow-and-red spinner and noseband. Eight 'kill' markings and pilot's name on the canopy rail.
- 2. P-51D-10-NA 44-14722, Lt Matthew Martin, 362nd FS, 357th FG, late 1944. The same aircraft as Option 2 but with a different pilot's name and six 'kill' markings.
- 3. P-51D-5-NA 44-13691, Lt Arval Roberson, 362nd FS, 357th FG, 1945. Natural metal fuselage with



PYN32004 Stunning 'Stangs Part 2

red-and-yellow spinner and noseband and D-Day stripes under the fuselage.

Conclusion

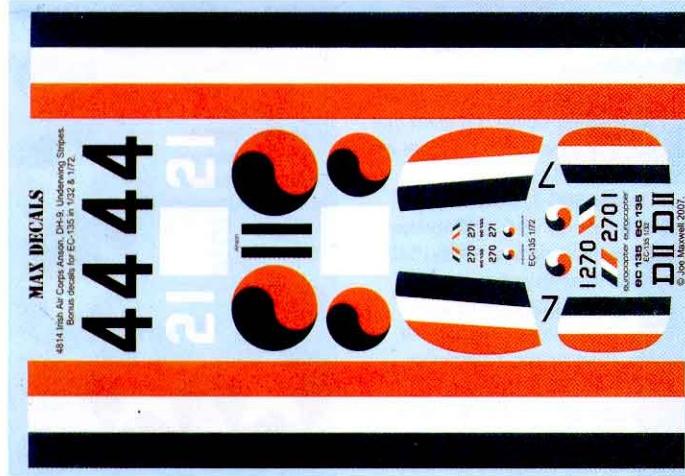
The Meteor Productions' Pyn-up range offers some of the most exclusive markings on the market as they are produced in strictly limited runs, in this case only 300 sheets. This, and their high quality, means that these sheets are — just like a Rolls-Royce — also quite expensive. Another disadvantage to the small production run is that by the time you read this the sheet may already be sold out, never to be seen again. The only way to avoid this disappointment is to make regular visits to www.meteorprod.com to view the latest additions to the Pyn-up range and order anything that takes your fancy just as soon as it is available.

SAMI

If you're Irish...

MAX DECALS

Max Decals have returned to their usual subject matter with this latest sheet that provides a selection of aircraft in different scales for the Irish Air Corps. Most of the sheet is devoted to the



Irish Air Corps

Fighter Canopy Cranberries

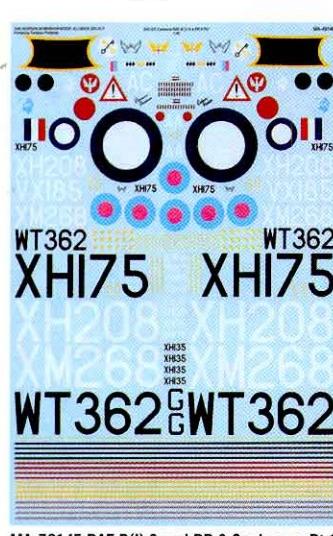
MODEL ALLIANCE

The latest Canberra sheets from Model Alliance pose a problem for modellers in 1/48 scale as at the time of writing the kits from which to build them have yet to be released. At least in 1/72 scale we have the old Matchbox Canberra, though this may be hard to find. The quality of these sheets is the best yet, as they each include everything you need to produce at least two examples, including national insignia and full serial and stencil detail.

1/72

MA-72145 RAF B(I).8 and PR.9 Canberras Pt 1

- 1. Canberra B(I).8 WT332, 16 Squadron, Royal Air Force, RA FG Bruggen, West Germany, 1963.
- 2. Canberra PR.9 XH175, 39 Squadron, Royal Air Force, RAF Wyton, 1979.
- 3. Canberra PR.9 XH175, 1 PRU, Royal Air Force, RAF Wyton, 1983.
- 4. Canberra PR.9 XH135/AC, 1 PRU, Royal Air Force, RAF Wyton, 1989.
- 5. Canberra PR.9 XH168 Eastern Promise, 39 (1 PRU) Squadron, Royal Air Force, Azraq Air Base, Jordan during *Operation Telic* in 2003 (home-based at RAF Marham).
- 6. Canberra PR.9 XH168 Eastern Promise, 39 (1 PRU) Squadron, Royal Air Force, Azraq Air Base, Jordan during *Operation Telic* in 2003 (home-based at RAF Marham).
- 7. Canberra PR.9 XH135 Persian Princess, 39 (1 PRU) Squadron, Royal Air Force, Azraq Air Base, Jordan during *Operation Telic* in 2003 (home-based at RAF Marham).



MA-72146 RAF B(I).8 & PR.9 Canberras Pt 2

- 1. Canberra B(I).8 WT362, 14 Squadron, Royal Air Force, RA FG Wildenrath, West Germany, 1969.

MA-72145 RAF B(I).8 and PR.9 Canberras Pt 1

D.H.9 in 1/48 scale and in either 1/72 or 1/32 you can produce one of the latest aircraft to enter service with the Irish Air Corps, the Eurocopter EC 135. The decals are beautifully produced by Microscale, and the instructions provide all the information you need to produce an attractive replica.

- 5. De Havilland D.H.9, *Black DII*, January 1923 to 1930. Fuselage light grey with a red nose, wings either light grey or silver, struts either varnished wood or black.

1/72 1/35

- 6. Eurocopter EC 135 IAC 270. Overall dark green RAL6031, with national markings on tail and cabin door.

Conclusion

If you like your model to carry unusual markings the Max Decals range is worth a look, as the Irish Air Corps operates aircraft types that are widely available as models in all the major scales but are rarely seen in their markings.

The full Max Decals range along with proposed future releases can be viewed at www.maxdecals.com. In the UK the range can be purchased from either Aeroclub or Hannants.

SAMI



MA-72146 RAF B(I).8 & PR.9 Canberras Pt 2

- 2. Canberra B(I).8 XM268, 16 Squadron, Royal Air Force, RA FG Bruggen, West Germany, 1963.
- 3. Canberra PR.9 XM175, 39 Squadron, Royal Air Force, RAF Wyton, 1979.
- 4. Canberra PR.9 XM175, 1 PRU, Royal Air Force, RAF Wyton, 1983.
- 5. Canberra PR.9 XM135/AC, 1 PRU, Royal Air Force, RAF Wyton, 1989.
- 6. Canberra PR.9 XM168 Eastern Promise, 39 (1 PRU) Squadron, Royal Air Force, Azraq Air Base, Jordan during *Operation Telic* in 2003 (home-based at RAF Marham).
- 7. Canberra PR.9 XM168 Eastern Promise, 39 (1 PRU) Squadron, Royal Air Force, Azraq Air Base, Jordan during *Operation Telic* in 2003 (home-based at RAF Marham).
- 8. Canberra B(I).8 Prototype VX185, July 1954.
- 9. Canberra B(I).8 XM208, 3 Squadron, Royal Air Force, RA FG Geilenkirchen, West Germany, 1960.

1/48

MA-48145 Contents as MA-72145

MA-48146 Contents as MA-72146

Conclusion

This sheet is everything I have come to expect from Aviation Workshop's latest releases, excellently printed with an informative instruction sheet. The options cover all the various schemes applied to the fighter canopy variants

from High Speed Silver to the overall grey scheme seen during their final operations over Iraq, complete with mission markings. With these sheets in my pending pile I cannot wait for the release of the new Classic Airframes PR.9 and hope that it is not too long before I can build the B(I).8 with that wicked sharkmouth that suits the Canberra's shape so well.

Our thanks to Gary of Model Alliance for supplying the review samples. These sheets can be purchased from www.theaviationworkshop.co.uk and are also available from both branches of Hannants.

SAMI

He 162 Staffel Commander showing all the Gruppe emblems of JG.1. Stationed at Leck, 1945. Artwork John Fox © 2007

BUILD **1/32**
BY TONY GLOSTER



Heinkel He 162A-2

Scale: 1/32	Kit No: 04732
Price: £19.99	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Manufacturer: Revell AG	

Additional Materials:

Airwaves Set AES [32008]

Cutting Edge Decals [32065]

References

- Wings of the Luftwaffe, by Captain Eric Brown CBE, DFC, AFC, RN. Airfile Publishing Ltd. ISBN 1-85310-413-2
- He 162A Volksjäger, by Steve Muth. Peregrine Publishing. ISBN 1-930432-06-2
- German Jets 1944 – 1945, by Manfred Griehl. Greenhill Books. ISBN 1-85367-356-0
- German Jet Aces of World War 2, by Hugh Morgan and John Weal. Osprey Publishing Ltd. ISBN 1-85532-634-5
- The First Jet Aircraft, by Wolfgang Wagner. Schiffer Publishing Ltd. ISBN 0-7643-0488-7
- Messerschmitt Me 262, by David Baker. The Crowood Press Ltd. ISBN 1-86126-078-4
- Messerschmitt Bf 109, by Heinz J Nowarra. Haynes Publishing Group. ISBN 0-85429-729-4

Volksjäger!

Tony Gloster refines Revell's 1/32 scale Heinkel He 162 with the Airwaves detail set

The Heinkel He 162 is one of those aircraft that captures the imagination not for what it achieved in combat, but for the fact that it came to be built at all, and in the numbers achieved — around 280 production aircraft and 500 fuselage and engine sections manufactured by May 1945.

Just about everyone knows the history of the He 162, but for those who may not, here's a quick summary. Designed in September 1944 in response to the Volksjäger competition, the He 162 was based on Heinkel's twin-engined P.1073 project, which explains why it took only 10 weeks from drawing board to first flight on 6 December 1944. After numerous problems with its mostly wooden construction had been overcome, the

He 162 was sent to the front from mid-March 1945, serving with JG 1 at Leck until the end of the war. Other groups of He 162s were discovered to have been deployed around Germany at the war's end, but so far as I can discover, none of those saw combat.

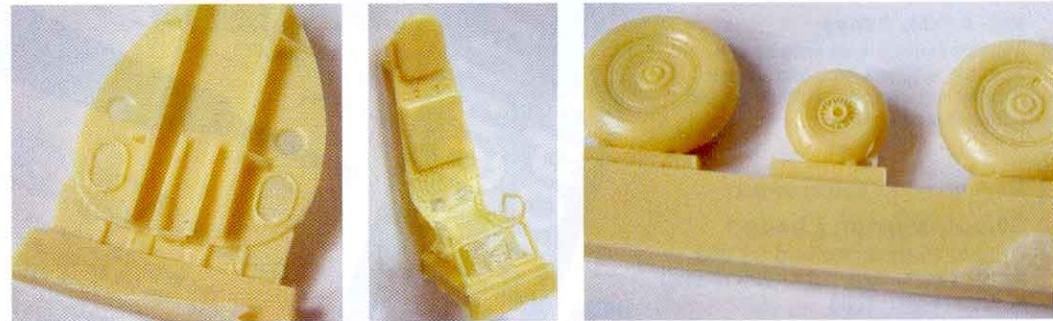
Much has been written about the unsuitability of the 'Salamander' for its intended Hitler Youth pilots. This was recognised at the time and much effort was put into a quick but comprehensive training programme which revealed that pilots with limited previous training (and, importantly, no experience on other types of fighter) could be trained to fly the aircraft without difficulty.

Captain Eric 'Winkle' Brown of the Royal Aircraft Establishment tested the He 162 after the war and was more than impressed with the aircraft's

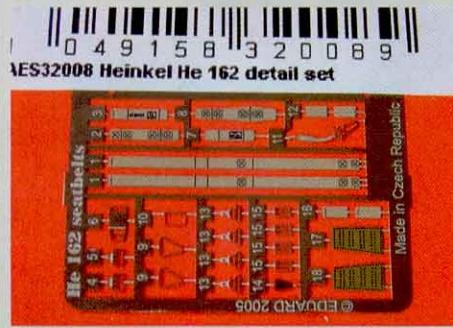
abilities. It could outfly any Allied jet then in production or on the drawing board, and had it been deployed in greater numbers it would undoubtedly have caused mayhem among USAF bombers. Losses among its young German pilots would also have been horrific. Who knows how the Volksjäger might have changed the outcome of the air war over Germany in 1945/46?

The kit

Revell's Heinkel He 162 Volksjäger was released some years ago to great acclaim, and rightly so in my view. There have been a number of reviews since then (see Quick Build in SAMI, December 2004), so this article will not cover the overall kit but just the incorporation of Airwaves detail set AES 32008 and the issues which this



Airwaves resin replacements for cockpit bulkhead, seat — "a thing to behold, very delicate in places" — and wheels



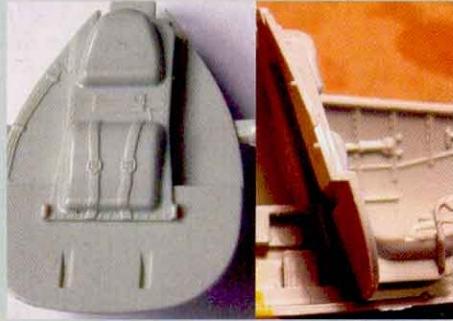
Eduard etched-brass seat harness set



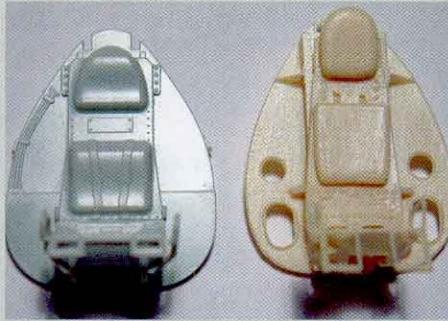
"Eduard's tyres are flattened, which is the only reason I can think for their inclusion in the resin set, as the Revell items (seen here) are just as good"



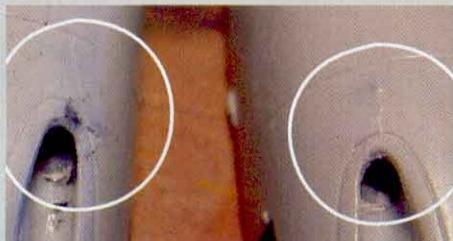
"I checked to see if the gun covers supplied in the kit could be made to fit. The answer was no"



Revell cockpit bulkhead has "a very odd stepped shape and with the seat back moulded into it...to accommodate the port-mounted gun breech". Compare with Airwaves replacement at right in second picture



The RAF Museum, Hendon's He 162, which Tony used to research details for his model



Rebuilding the gun troughs had to be done with great care to avoid breaking through the thinned plastic before small sections of tubing were blended in with filler



MG 151/20 cannon were made up using barrels from a Hasegawa Messerschmitt Bf 109G plus some plastic tubing

brought to light. The Airwaves set consists of a new cockpit bulkhead, seat and wheels, all in resin, and Eduard etched seatbelts. The casting on the resin is first class, with no air bubbles or distortion. The seat is a thing to behold, very delicate in places, so care will be needed when handling it. The tyres are flattened, which is the only reason I can think of for their inclusion in the set, as Revell's are just as good. But overall the detail set is needed, as Revell designed the kit's cockpit bulkhead with a very odd 'stepped' shape with the seatback moulded into it. I would think this was done to accommodate the port-mounted gun breech, but it is not the best piece of design I've ever seen on a model. Because of that, the seat itself is a bit of a compromise, being made up of four parts: the Airwaves replacement is just so much better.

The cockpit

The first step was to dry-fit the new bulkhead to see if there were any

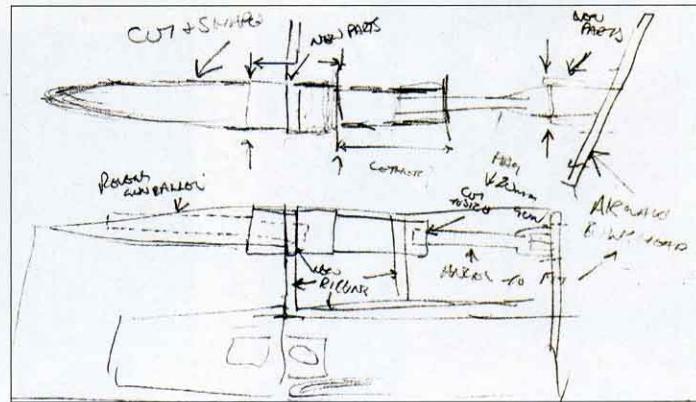
problems. I then checked to see if the gun covers supplied in the kit could be made to fit. The answer was no, so they too needed replacing. After some research on the He 162 displayed at the RAF Museum, Hendon, and a check of reference books, it became



"The Hendon aircraft's gun assembly, covers and fitment bear no resemblance to the model's in any shape or form"

apparent that there's something very wrong with Revell's representation of this area. The Hendon aircraft's gun assembly, covers and fitment bear no resemblance to the model's in any shape or form! The only solution was to scratchbuild the guns, covers and the

cockpit side of the gun troughs, so plans were drawn up. I rebuilt the gun troughs on both sides of the cockpit by first shaping the internal moulding — be very careful here as it gets thin and I only just managed to avoid breaking through the fuselage. Then I added a



"The only solution was to scratchbuild the guns, covers and the cockpit side of the gun troughs, so plans were drawn up"



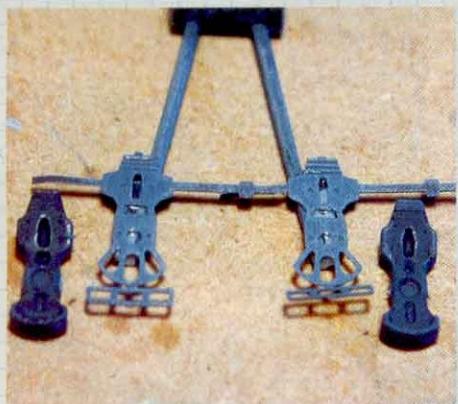
Checking the kit's gun breech assembly against the gun ports revealed misalignment



"Just to add to the confusion, the Hendon Heinkel's cannon appear to lie at much reduced angle"



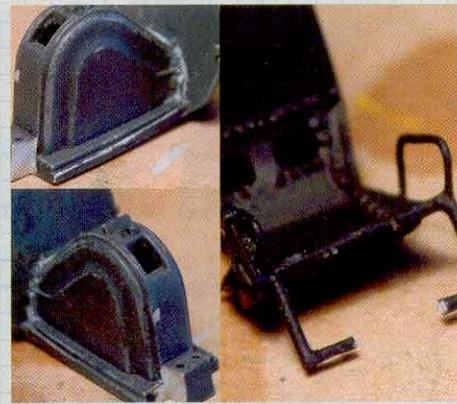
"The best compromise I could come up with was to cut away at the bottom of the gun assembly, cut down the barrels and use the Revell barrel ends"



Replacement rudder pedals were sourced from an old Eduard etched brass set



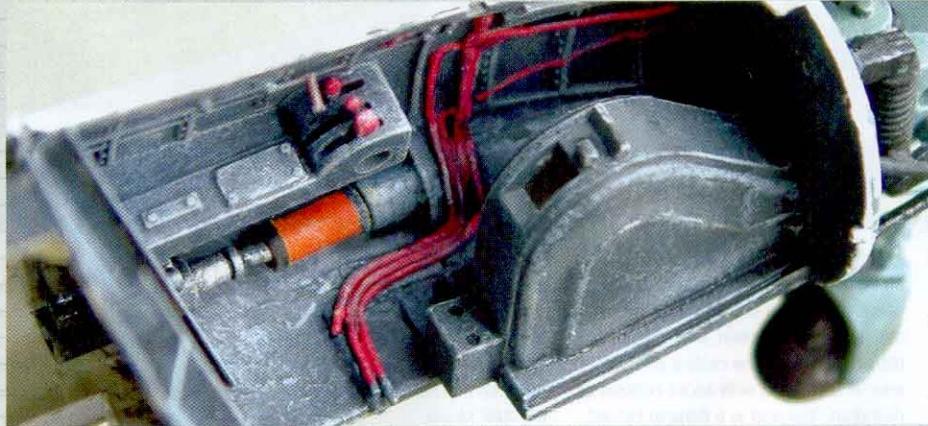
Wiring on the control column came from telephone cable, with 'cable clips' from Tamiya masking tape



Airwaves resin seat's foot stirrups needed to be shortened and the mounting block for the joystick thinned down to get the seat to fit



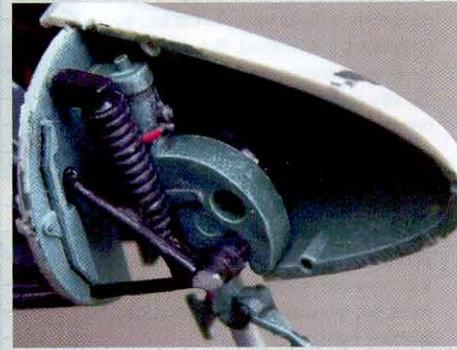
Finished seat. Airwaves instructions suggest the seat's back and head pads should be white, but red/brown or black were usual



Finished cockpit interior, a huge improvement!



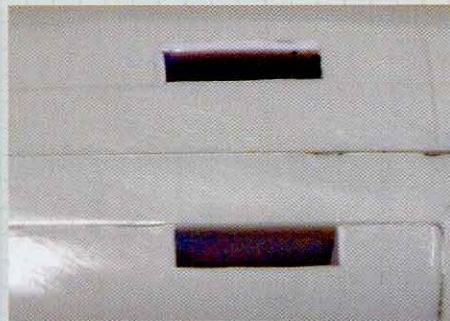
Boxing in the chutes for spent cartridge cases



Revell give you the option to remove the nose cone to show the nosewheel assembly



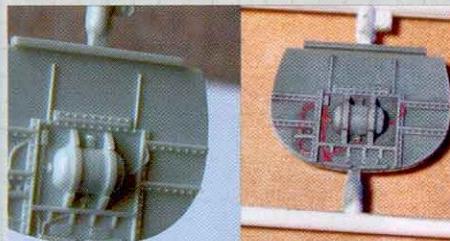
Comparison of the kit's nosewheel leg (left) and the real thing reveals many differences



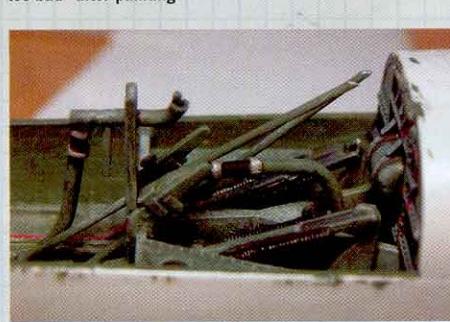
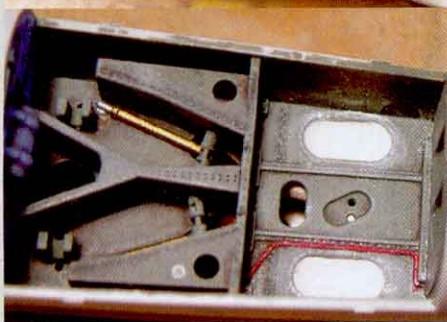
Filler was required around the spent cartridge chute openings



Instrument panel support bar was too short, and had to be modified with sprue



Air bottle on front bulkhead is inaccurate but "does not look too bad" after painting



Holes in upper surface of main landing gear bay should be indents, created here with Milliput Superfine White putty

A little work on detailing the main undercarriage bay made all the difference



Fuel dump from 1.5 mm plastic tubing and 15-amp fuse wire



Main airframe assembled. Fit was very good, with no filler needed

small section of plastic tube, blending it in with filler, followed by plasticard support brackets.

The 20-mm MG 151/20 cannon were made up using a spare set of barrels from a Hasegawa 1/32 scale Messerschmitt Bf 109G plus plastic tubing. So far, so good. But a dry-fit of the new parts showed that the cannon only fitted at an alarming angle. Interestingly, if you check the alignment of the kit's gun breech assembly to the gun ports you will notice an apparent misalignment here. It is the same with the lower cutouts for the guns in the Airwaves bulkhead in relationship to the gun ports. Just to add to the confusion, the Hendon Heinkel's cannon appear to lie at much reduced angle. Something is set wrong, but what and by whom I have no idea. What's needed is a good root around a real He 162 to find out, but that was not possible in my case so I just got to work with what I had and went with instinct.

The best compromise I could come up with was to cut away at the bottom of the gun assembly to get it to lie as flat as possible, cut down the barrels

and use the Revell barrel ends (parts 26) as suggested in the kit's instructions, after the side consoles and seat had been fitted. Once done it looked quite good, and you don't notice the alignment problems. At the same time I represented the piping on the port side of the cockpit with stripped telephone cable. The red paint came from an old tin of Airfix M12, which was as near to the Hendon He 162's colour as I could get. The rudder pedals were changed to those from an old Eduard etched set. That was the last major change to the kit's parts. The port side console is meant to have a hole on the side under the throttle, so this was done with a sharp knife. The wiring on the control column was again from telephone cable, with the two 'cable clips' from Tamiya masking tape.

Now it was time for the Airwaves seat, which looks nice, even if the rivets are somewhat overdone. I found that the rudder pedal foot stirrups needed to be shortened in width and length, and the mounting block for the control column had to be thinned at its sides to get the seat to fit. The Airwaves instructions suggest the seatback and

head pads should be painted white, but all photos I have seen from the time the aircraft was flying suggest either red/brown or black, as with all other German aircraft of this period.

The final parts which need to be made up and fitted are the Eduard seatbelts. Again the Airwaves instructions are a problem as the numbers on the brass fret and instructions do not correlate, and the seatbelts shown on the instructions appear to be intended for a late model Messerschmitt Bf 109!*

So, after a fair amount of time sorting all this out, construction began. The only parts that needed adjustment were the shoulder straps, which were much too long. Once that had been done and all the parts had been added to the seat it looked so much better.

With the cockpit much improved it was now just a matter of opening out and boxing in the spent cartridge case chutes. Be aware that the raised lines marking them on the kit's underside do not line up and are not the same size!

The time had now come to fit the fuselage halves together. Revell give you the option to remove the nose to

show the detailed front landing gear. If you so choose, the front wheel assembly brackets (parts 7 and 10) need to be cut down at their apexes as they are too wide to fit inside the nose. Now, as we look around the nosewheel fork, it's interesting to compare the kit with the real thing. It is immediately apparent that the Revell item is way too chunky, just about everything about it being over- or under-scale and *nothing* right! It needs a lot of work, or replacement with an aftermarket item. The only other problem encountered in joining the two fuselage halves was that the instructions suggest installing the instrument panel and foot pedal assembly before fixing the halves together. I found it was much easier to add this assembly *after* joining the fuselage, though I found that the support bar (part 23) was too short. This was dealt with *in situ* by cutting back the bar, adding some stretched sprue, and filing it to size.

Mainwheel bay: problems and solutions

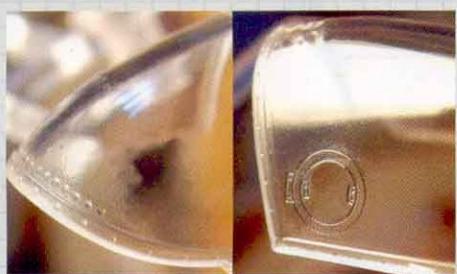
At this stage it was time to look at the mainwheel bay assembly (parts 31, 32



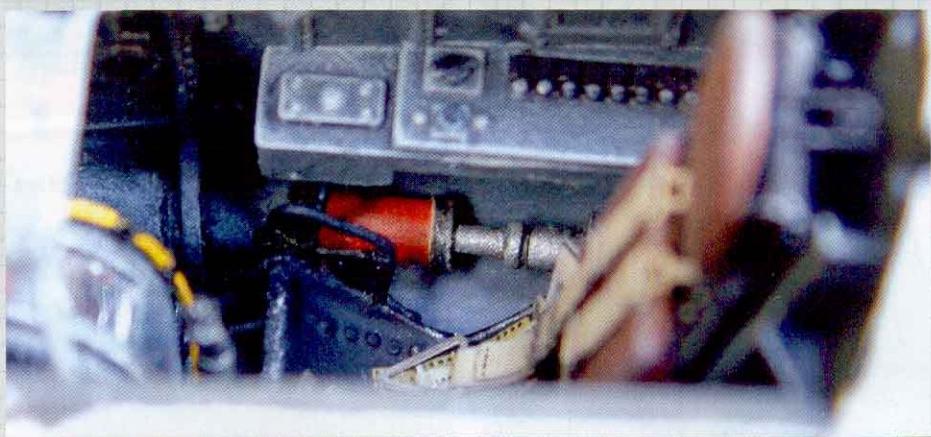
Main undercarriage leg assemblies, with added brake lines



Replacement Revi gunsight came from Hasegawa Bf 109G kit



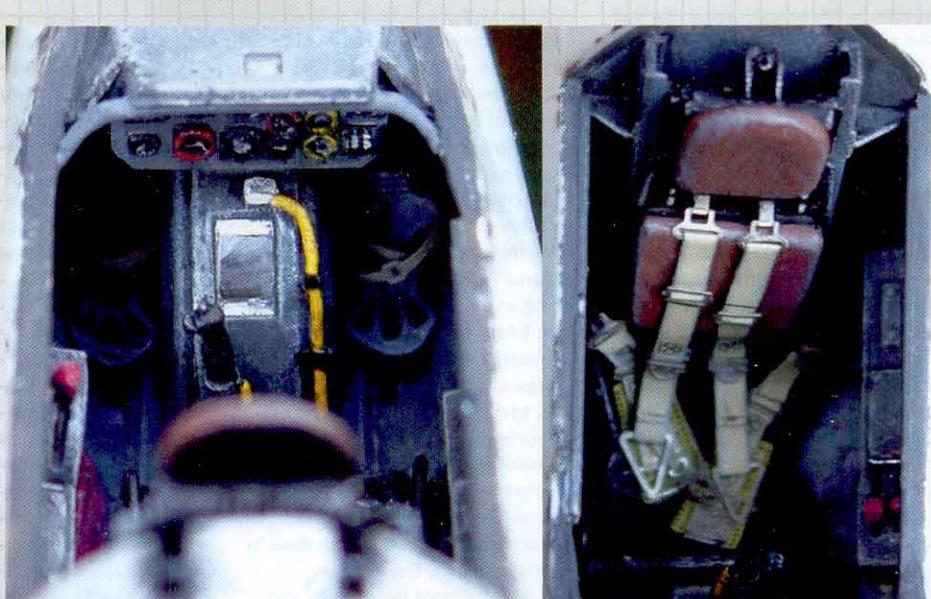
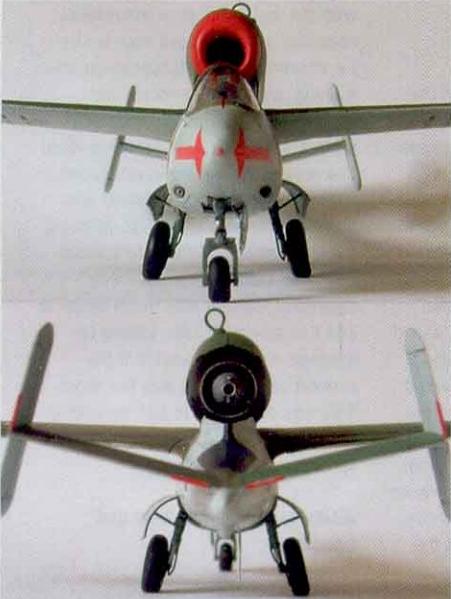
Canopy is well moulded with fine detail, but suffers from distortion



Windscreen needed filler to blend it into the forward fuselage



Was all the work on the cockpit worth it? "Yes, a major improvement over the supplied kit"





and 33). Revell haven't done too bad a job here, but there are holes on its uppersurface which should be indents. It also lacks a large number of pipes for the air supply and what I presume is the fuel dump pipe, all of which are most noticeable due to the open nature of the wheel bay. On close inspection it appears that Revell have moulded mounting points in the bay for the fuel dump and one of the rods. The other thing that stood out for me was the air bottle moulded into the front bulkhead, which on the real thing is very different indeed, but I had to stop fixing the kit's many problems somewhere along the line, and this was the place for me, as with a bit of painting it wouldn't look too bad.

The two indents were created by putting some Milliput Superfine White putty over the holes, and shaping them with a wet finger. The fuel dump and the other large diameter pipe (I have no idea of its purpose) were made up by inserting 15-amp fuse wire into 1.5 mm hollow plastic tubing, which allows you to bend the pipe without the tubing collapsing and to hold its shape once the desired angle is reached. The clips used to hold the rubber connecting sections were made by wrapping small pieces of Tamiya masking tape around the relevant parts. In the case of the two missing rods, 1 mm plastic rod was employed. The rod, which uses the same exit hole as the fuel dump, presented no problem as a mounting point is already supplied. For the second rod, which enters the wheel bay

from the hole just in front of the fuel dump, you will find that the main spar is not only the wrong shape, but way too high. Indeed the entire wheel bay from the spar forwards is dreadful. The real answer is to replace it, but that would entail a major scratchbuild. I got the rod to fit by drilling a hole in the spar on its left side (looking forward). What a job, but just this little work made all the difference, bringing life to the otherwise sparse bay.

And now for the rest...

The rest of the major parts (wings and the tail) were made up as Revell intended and the fit was very good, with no filler being needed. I chose not to build up the engine as it would take a lot of work (like the cockpit) to make it look the part. Better just to cover it up and pretend it never existed! Next I finished off the main undercarriage assembly. The only change I made here was to use Airwaves' resin wheels, opening out the tie-down eyes at the bottom of the legs and adding brake lines. I was now getting to the end of the build, with just ancillary parts such as wheel bay doors and pitot tube needing to be fitted, along with the two-part canopy. But before this last item could be fitted the gunsight had to be added. Revell's is OK, but as I had a spare Revit sight (again from the Hasegawa Bf 109G) which had better definition, this was used instead.

Back to the canopy. This is well moulded with some fine detail, but there is a lot of distortion around that

detail. Whilst it is not too obvious on the finished model, it's not up to Revell's usual high standards. The fit of the main canopy was good, but the windscreens needed a little filler around its joint with the fuselage. The instructions are misleading as to the fit of the canopy-locking mechanism (part 77) and a little common sense is called for here.

So, was all the work on the cockpit worth it? I have to say, yes. The results are a major improvement over the supplied kit parts.

Painting and decalling

The best laid plans of mice & men...

The internal colours used were based on the Hendon Aircraft: pipework picked out in dull red; springs and mountings in black; main undercarriage, gear bay and doors painted grey-green, and the nosewheel bay in matt aluminium. The exterior is really up to you, depending on the individual aircraft you chose to model. There's plenty of choice, as aftermarket decal manufacturers have been quick off the mark.

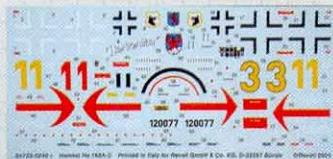
Revell give you a choice of three Luftwaffe aircraft based at Leck in 1945; Yellow 11-20 of 3./JG1; Red 1 of 2./JG1; and Yellow 3 of 3./JG1. The decals themselves are up to Revell's highest standards, with perfect register, and come with a full set of stencils for one aircraft.

Next up was the Cutting Edge sheet. As you would expect from this manufacturer the quality is first class, but they supply no stencils. There is a choice of three Luftwaffe aircraft: White 1 of 1./JG1; Yellow 6 of 3./JG1; and White 5 of 3./JG1; and two British Air Ministry test aircraft AirMin 61 (displayed at Farnborough in 1945), and VH513/Air Min 67, all aircraft coming from Leck in 1945.

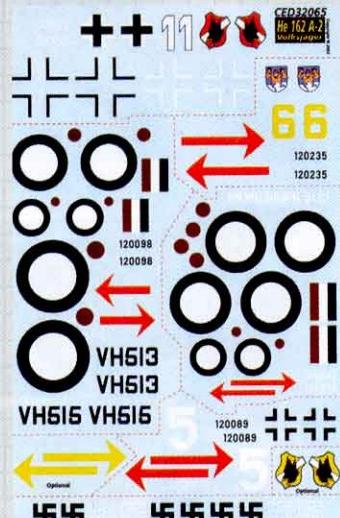
Third option was a set from Condor Decals who are based in Argentina. This sheet covers the most aircraft, but the quality is not the best, with the register a little off on the red, the printing of the red and blue a bit blotchy, and there's a large amount of carrier film. This is a shame because the choice of subjects is the most imaginative of all. First we have five Luftwaffe aircraft: 'M-20'; Yellow 5 of 1./JG1; White 1 of 1./JG1; White 6 of



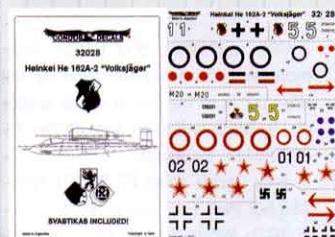
Initial painting (before Tony's dog intervened) was accomplished with Xtracolor RLM 76 Lichtblau for the undersides and RLM 81 Braunviolett and RLM 82 Dunkelgrün topsides



Kit decal sheet



Cutting Edge's Volksjäger decals



Argentine Condor Decals sheet offers the greatest choice of aircraft "but quality is not the best"



Fritz decal set



Tony tried a variety of varnishes to achieve the final surface finish



1./JG1; and White 5 of 1./JG1. Four more aircraft offered are: Blue 01 and Blue 02 from the USSR in the winter of 1945/46; a French aircraft 'No 3'; and AirMin 61 again.

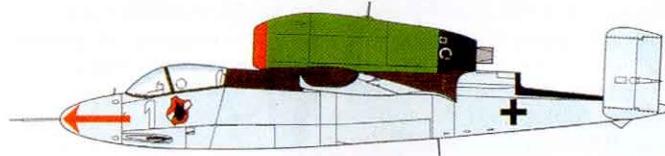
Fritz Decals sheet FZ 32001 He 162A-2 Part 1 supplies: White 1 of 1./JG 1; White 3 of 3./JG 1; Yellow 3 of 3./JG 1; Yellow 11-20 of 3./JG 1; Red 1 of 2./JG; White 21 of 2./JG 1; and White 5 of 1./JG 1. What makes this set stand out from the rest is that Fritz provide a full set of stencils.

Dog day

At this stage I had settled on White 5 from Cutting Edge, with the Revell stencils. The model was painted with Hannants Xtracolor RLM 76 *Lichtblau* (X208) for the undersides and RLM 81 *Braunviolett* (X210) and RLM 82 *Dunkelgrün* (X211) for the uppersurfaces. So far so good. However, when letting the paint dry (up to a week with Xtracolor), for some reason the dog took a dislike to the whole affair and promptly attacked the defenceless Heinkel, trashing the front end from the wing forward. Oh my! So, back to the workbench for a rebuild.



Aires resin cockpit and mainwheel bay update set for the He 162 (#2027), issued after Tony completed his model, resolves all the problems he encountered and is "the way to go", he says



For his second attempt at finishing the Volksjäger, Tony chose 'White 21', noteworthy for the high demarcation line of the *Lichtblau*, "very much like the finish introduced by the Luftwaffe in 1940"

A change of plan

First thing to do was to strip all the paint off. This was done with white spirit and cotton buds, and then the damaged parts were repaired. Back to painting (again). This time I went for White 1 from 1./JG1. I liked this finish as it was very different from most He 162s, with its high demarcation line for the blue undersurface colour, very much like the finish introduced by the Luftwaffe in 1940. The only other He 162 I have seen in a similar scheme was White 21.

Xtracolor was used for the undersides, but after reading Brett Green's very interesting article 'Late-

War Luftwaffe Fighter Camouflage Part Six Modeller's Paint Reference Guide' on the Hyperscale website, I used Humbrol 155 for the *Braunviolett* and 105 for the *Dunkelgrün*. After the paint was dry the Humbrol-painted surfaces were given a coat of Klear. Revell's stencils and Cutting Edge's markings went on very well, with no silvering, and no need for Micro Sol or Set.

Now that all was done (and keeping a careful watch on the dog!) it was time to give the Heinkel its matt finish. My acrylic varnish of choice is Polly Scale's 'Flat Finish', but that is no longer available in the UK. The next best thing in my view is Hannants' so-called 'Flat Varnish', which is in fact a semi-gloss finish, which I do not like, though the paint itself is very good. So, it was time to experiment.

After a good root around at Hannants Colindale shop and at Modelzone I came up with all the matt finishes available at the time: Microscale's Micro Flat, Tamiya's Flat Base, Hannants Xtracrylic Flat Varnish and Barniz Matt Acrylic Varnish, which comes in a can. Micro Flat came out a near gloss! Barniz's varnish came out a semi-matt, but was so easy to use and

gave the best finish out of all of the paints tried. Tamiya's Flat Base mixed with Xtracrylic at 10:50 ratio at last produced a real matt finish, but later slight 'blooming' developed, which I put down to too liberal use of the Tamiya base which magnified Xtracrylic's tendency to whiten.

After fitting the final bits and pieces, I was pleased with the result, but a lot of work went into this Heinkel to bring it to a reasonable level of detail and finish. It may be some time before I tackle another!

Conclusion

The kit was a major disappointment. I would have gladly given up the gimmicky open engine and gun bays for much finer mouldings, and would be happy to pay a little more and get better parts for the cockpit and undercarriage bay. As it comes out of the box this is a good kit as far as the exterior goes; with better moulding and fit it could have been a stunner.

As for Airwaves update set, there is no doubt it's a major improvement, but the cockpit backing plate is not right at all, and the seat needs some work to get it to fit. If you can live with that and work out how to fit and paint the thing from the unclear instructions it does make all the difference, really bringing the Volksjäger to life.

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* Since building my model Aires have released a cockpit and mainwheel bay update set for the He 162 (#2027) resolving all the problems I encountered. This is of the best quality and is the way to go.

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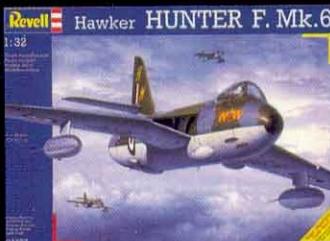
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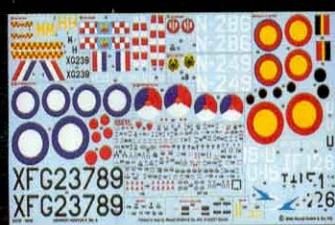
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**Hunter F Mk 6**

Scale: 1/32	Kit No: 04727
Price: £24.99	Panel Lines: Raised
Status: Revised reissue	Decal Options: 4
Type: Injection Moulded Plastic	
Parts: Plastic 137, Clear 7	
Manufacturer: Revell	



Black Beauty

Garry Prettyman models Revell's 1/32 scale Hawker Hunter F.6 in the colours of Treble One Squadron's legendary Black Arrows formation display team

You may have seen David Francis's test-shot build of this model in his 'Hawker's Thoroughbreds Part 1' in the October 2006 issue of *SAMI*. Many of his initial comments are still relevant.

Upon opening the box you are greeted with six large grey sprues and one in clear. The parts have good detail and all the panel lines are recessed. A large decal sheet is included and covers four schemes, more of which later. You also get a 16-page instruction booklet.

Construction

I started as usual in the cockpit. Revell provide you with Martin-Baker Type 2H

and 3H ejection seats, and although both have good detail I chose to use a replacement resin seat from Airwaves.

Painting the seat was straightforward, and once completed I set it aside for fitting at the end of construction and moved on to the cockpit proper, which was made up as instructed. The instrument panel has very good raised detail requiring only careful painting and dry-brushing to create a perfectly good replica, but for this model I used the Hunter etched set from Eduard. I know that many modellers shun the idea of using such things, but as you can see from the photos the Eduard panel looks perfect. The whole cockpit was then

painted Tamiya NATO Black which gives a good scale effect, then dry-brushed in light grey. Details on the side consoles were picked out in red, white and yellow before the completed cockpit tub was installed between the forward fuselage halves.

The nosewheel bay was fitted next and required copious filling and sanding. Revell suggest you install the nosewheel leg at this point, but I chose not to because there was a lot of construction work ahead and I didn't want to break it. I simply cut off one of the side locating pins and added the nosewheel leg nearer to the end of the project. I did fit the nosecone, and here

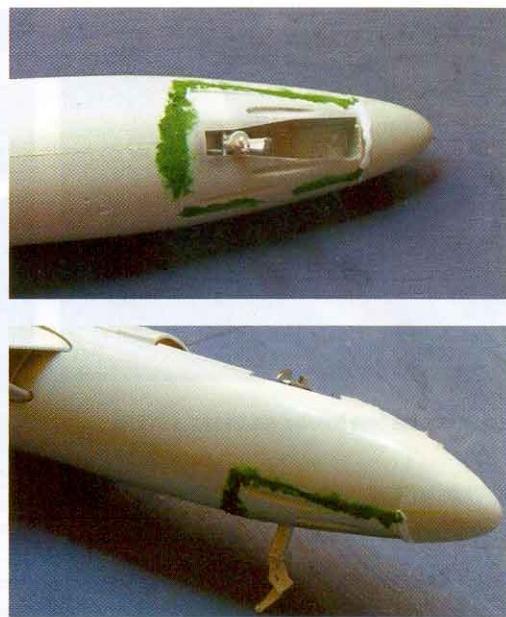




Revell provide both Martin-Baker Mk 2H and 3H ejection seats, but Garry used an Airwaves resin substitute



The Airwaves seat painted and ready for installation



Separate nosewheel bay required copious filling and sanding to blend it in



The kit's instrument panel has very good raised detail but Garry used Eduard's etched panel, which "looks perfect". Cockpit interior was finished in Tamiya NATO Black, dry-brushed with light grey



The fuselage and wing parts are quite cleverly designed, with engine intakes and front fan blades made up into a sub-assembly that sits between the fuselage halves so well that no glue is needed. With tailcone halves glued to the forward fuselage parts before they were united there were only two join lines to clean up

Revell tell you to add 40 grams of weight, but I added a little more just to be on the safe side.

The fuselage and wing parts are cleverly designed. The engine intakes and front fan blades make up into a sub-assembly that sits between front and rear fuselage halves so well that you do not need to glue this assembly. Next came the tailcone. Revell suggest you glue the two halves together. I did not do this as I preferred first to fit each part to its respective fuselage half so that when the two halves were mated I would only have two join lines to clean up, one on top and one underneath.

The fuel vent pipe was left off until the end of the build to avoid it being knocked off in handling.

The wing leading-edge saw-tooth

extensions needed some sanding to get them to fit well. I left off the separate wingtip lights until after painting. I did not use Revell's main undercarriage legs as I had been given a white metal set from A to ZEE (Set 32-014) which gave the whole model more strength, especially with all that weight in the nose. Throughout this build I used as references Aeroguide No 9 Hawker Hunter F.6/T.7 published by Linewrights, and the *Mark 1 Guide Hawker Hunter F Mk 6/6A* from 4+. Both are very good and full of photos showing lots of lovely detail!

Any colour you like as long as it's black
Revell provide you with a large decal sheet, but as I was using Xtradecal sheet 32-007 I would use only the red

stencil markings. The Xtradecal sheet provides seven options. My choice — with a little persuasion from the Managing Editor — was for the all-black XF506 of 111 Squadron, the *Black Arrows*, as this year marks the 50th Anniversary of the team's formation (no pun intended).

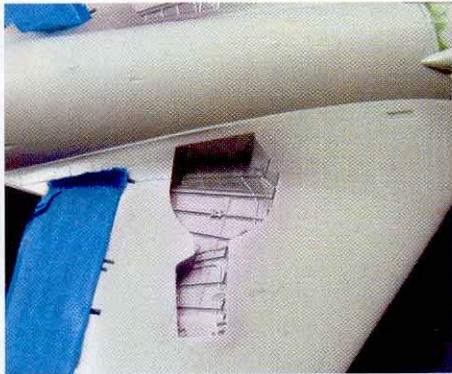
With only one colour to choose — overall glossy black — painting this model should have been easy. Well, not quite. I first sprayed Alclad II Aluminium into the wheel wells, then masked these up ready for an undercoat of Halfords grey primer. This was allowed to dry for 24 hours. After checking the model for



Xtradecal sheet 32-007 provides markings for seven Hunters



Windscreen has been installed and blended with filler



Undercarriage bays sprayed with Alclad II Aluminium



Main airframe, flaps, undercarriage doors and canopy masked ready for Halfords grey primer



For added strength to a heavy model Garry substituted A to ZEE's white metal undercarriage legs for Revell's plastic items

flaws I sprayed the airframe with Tamiya gloss black TS-14 which gave a fine smooth finish. I find that spraying gloss paint can prove very difficult. You need to take it steady and keep checking your work. I left the gloss coat to dry for a further 24 hours.

Next day I was checking over the finish when to my horror I found that a small area of paint had run. So out came the sanding sticks again, and once done I had to respray the affected area. When all was dry I was ready for the decals. The Xtradecals went on without any problems using Micro Sol and Set, followed next day by a protective coat of Johnsons Klear.



Painting completed, decalling is under way



All those parts that had been left off during construction were now brought together. The canopy was first up, and this I had already dipped in Klear to protect it. Next came the undercarriage legs, flaps, and navigation lights. I kept weathering to the minimum as this was Black Arrows 'boss' Squadron Leader Peter Latham's aircraft and would have been kept pretty clean.

Conclusion

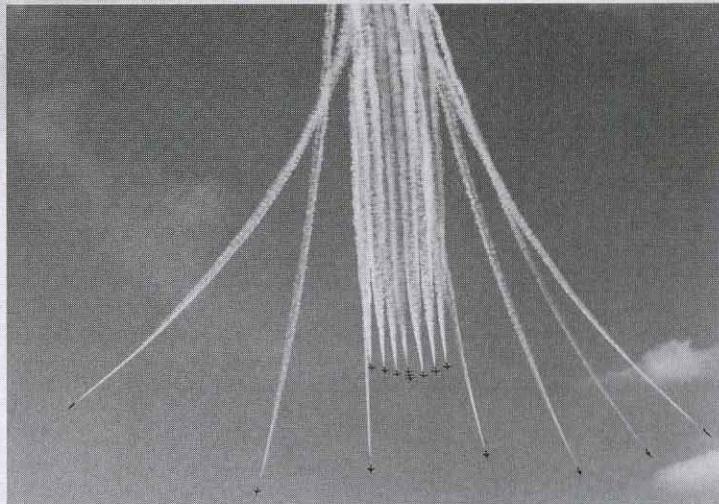
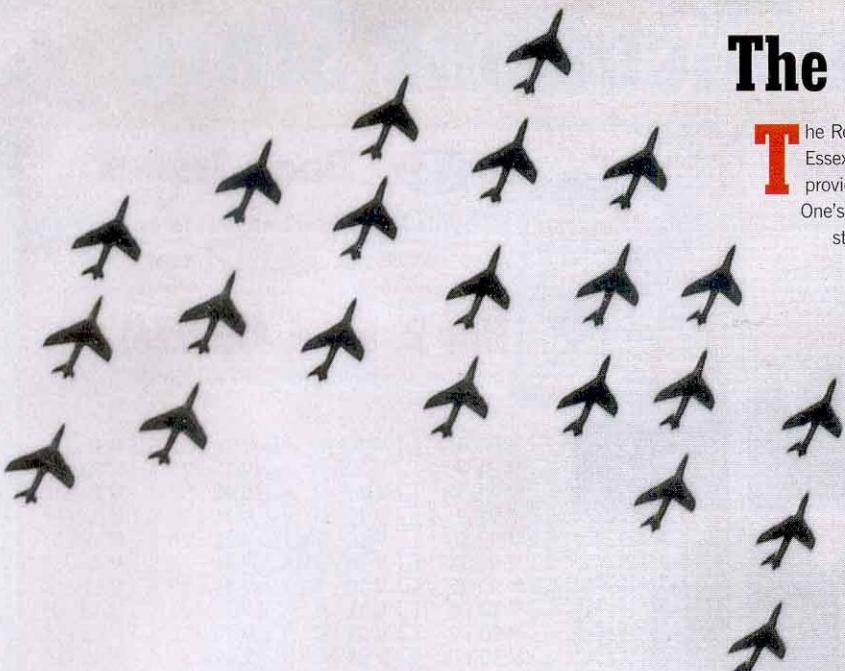
In 1/32 scale this kit is simply drop-dead gorgeous. In my opinion, Revell have produced a kit that is so simple and straightforward to make that any modeller could handle it.

There is enough detail to satisfy most, and if you want to add more there are plenty of aftermarket accessories available. If I had to find fault it would be with the decals which are on the thick side and could let you down. That said, here is a model that you will be proud of.

SAMI



The Black Arrows

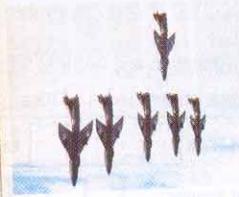


G1 Black Arrows
Hawker Hunter F.6



km/h	1150
thrust/kp	4540
range/km	2965
climb rate: m/sec	88.8

G2 Black Arrows
Hawker Hunter F.6



km/h	1150
thrust/kp	4540
range/km	2965
climb rate: m/sec	88.8

G3 Black Arrows
Hawker Hunter F.6



km/h	1150
thrust/kp	4540
range/km	2965
climb rate: m/sec	88.8

G4 Black Arrows
Hawker Hunter F.6



km/h	1150
thrust/kp	4540
range/km	2965
climb rate: m/sec	88.8

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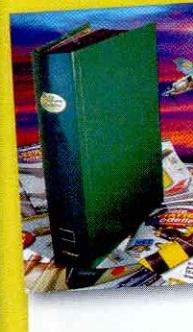
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**Sopwith Tabloid**

Scale: 1/48th Kit No: #48012
 Price: £16.70 Panel Lines: Recessed
 Type: Injection Moulded Plastic
 Manufacturer: Special Hobby
 UK Importer: Hannants



Schneider First

Neil Pinchbeck builds Special Hobby's 1/48 Sopwith Schneider floatplane as the Tabloid conversion that started it all

A Journey Begins

Older residents of Kingston-upon-Thames shook their heads in disapproval as the factory gates swung proudly open and a flatbed truck emerged to head off down the A30 towards the river Hamble. It was late March 1914 and beneath the tarpaulin there was, no doubt, one of that young Tommy Sopwith's newfangled flying machines. Such unnatural, noisy, dangerous things!

Under the Radar

According to the kit instructions this one first appeared in late 2002. I don't remember it. Quite how it got under my radar I don't know, but as soon as I saw it, I had to have one.

The box artwork showing a late production aircraft in American service points out a bit of an anomaly. The wartime Sopwith Schneider floatplane scout was a development, named in honour of the converted Sopwith Tabloid which first won the Schneider Trophy for Britain in 1914. Since it was this original

aircraft that I was interested in, this is, I suppose, a re-conversion project!

One of the first things to emerge from the box was a beautiful decal sheet by Cartograf of Italy. As well as the attractive American machine, both early and late Royal Naval Air Service options are covered. Since I was going to abandon all these in favour of contriving my own markings, I had a pang of doubt about what I was doing, but this is one of those kits you could build several times over and not get bored, so I

decided to press on.

Just two sprues of softish grey injection-moulded plastic make up most of the kit. Detail is crisp, delicate and comprehensive.

Internal Detail

In addition to the injection-moulded parts there are two resin components — the cockpit floor and control panel. Seat, rudder bar and joystick are from the injection-moulded sprues. The cockpit floor seems a bit of a strange choice for a resin piece but it contains a neat little representation of the rudder and elevator control mechanism. I was careful to retain this when cutting the floor down and mounting the seat.

There is good detail on the inside of the cockpit and I started by painting this: burnt orange for primer dope, aluminium for the metal panels, and a timber colour for the framework. Having found a drawing which represented them, I had a rummage in the spares box and made petrol and oil tanks. With these painted, all the interior parts were set in place.



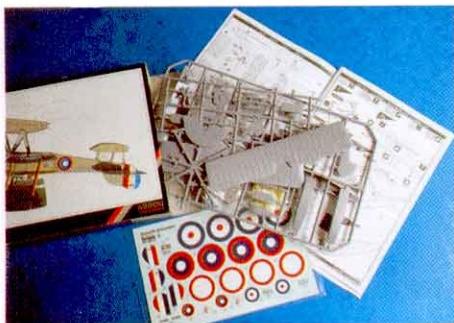
The magnificent trophy, which Jacques Schneider offered to fill with champagne for Howard Pixton. Thanks to the Supermarine S.6B, it now lives in the Science Museum, London

Bibliography

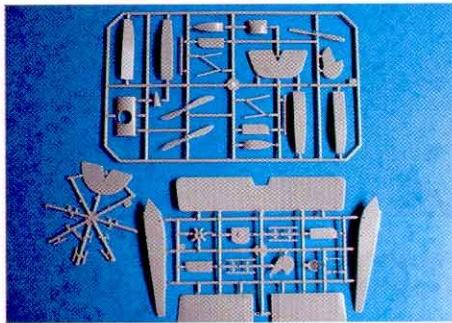
- Schneider Trophy Aircraft 1913-1931, by Derek James. Putnam 1981. ISBN 0-370-30328-8
- British Racing and Record Breaking Aircraft, by Peter Lewis. Putnam 1971. ISBN 0-370-00067-6
- Pure Luck: The Authorised Biography of Sir Thomas Sopwith, by Alan Bramson. Patrick Stephens Ltd. ISBN 1-85260-2635
- Flying Scale Models magazine, August 2002



Howard Pixton (left) with Tommy Sopwith



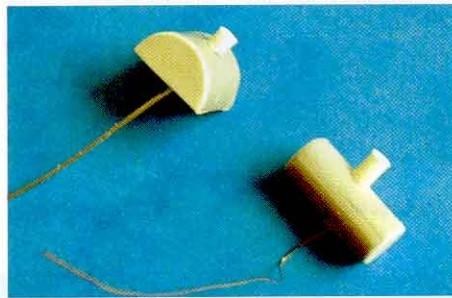
Kit comprises two sprues of injected plastic, resin cockpit floor and instrument panel and a small etched sheet for seat belts and engine pushrods



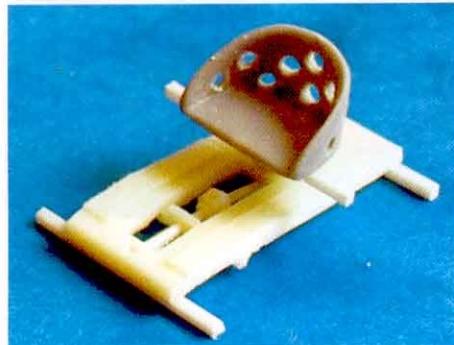
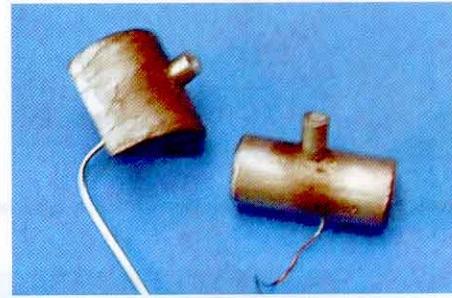
Main injected components



There is good detail within the cockpit. Neil used burnt orange paint to represent red oxide primer dope on the insides of the fabric-covered surfaces



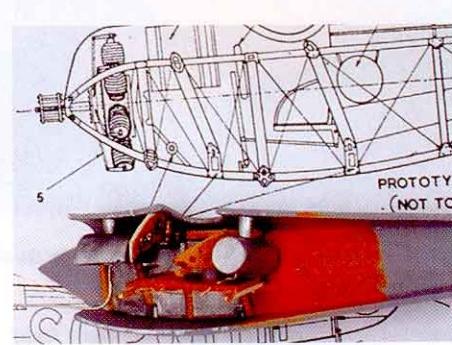
Petrol and oil tanks came from the spares box



Cockpit floor features a neat representation of rudder and elevator control mechanism



Interior parts all set in place prior to joining the fuselage halves



Joining Up

Next it was time to join the two fuselage halves. There was a little unevenness to sort out on the underside. I ran a line of typewriter correction fluid down the dorsal seam, which looked a bit drastic, but by the time it had been tidied up with a light sand things looked much better.

50,000 people, Hawker took it to the breathtaking speed of 92 mph. Tommy Sopwith knew both the commercial value of racing publicity and that he had a winner on his hands. With government orders coming in for a single-seat version, he decided to rig one with floats and enter it for the new Schneider speed trials.

Painting Begins

As with most biplane models, some painting is necessary early on since, as the build progresses, areas of the fuselage will become inaccessible.

I began with the aluminium panels around the nose. These were painted with Humbrol Metal Cote polished

aluminium. When thoroughly dry, this was weathered with some home-made graphite powder and sealed with a coat of Humbrol matt acrylic varnish. This was then masked off and the fabric-covered part of the fuselage was painted with Humbrol 74 natural linen.

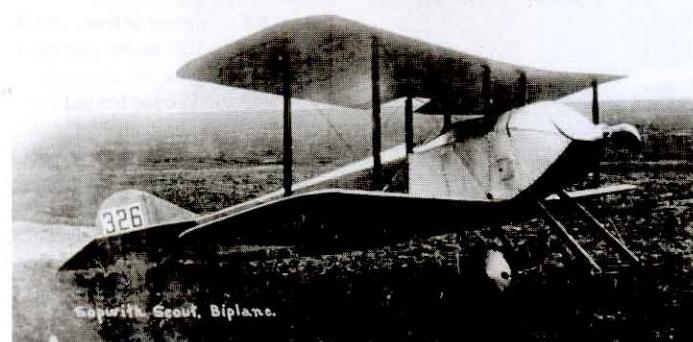
I separated the elevators from the tailplane and reset them at a slight droop. This was then fixed in place and also painted natural linen.

Floats

Despite a difference in shape, I decided to use the kit's tail float as the basis for the earlier type that I needed. This meant removing the front of the float, filling with Milliput and reshaping.

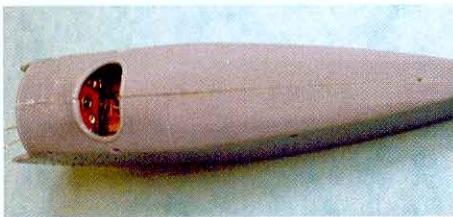
Modern drawings tend to show the tail float shaped to fit flush under the fuselage. Closer inspection of period photos convinced me that the top of the float was in fact flat and the flush effect achieved with a scribing piece. I replicated this with a piece of plasticard before adding a water rudder. All much easier than shaping the whole float!

The kit main floats are the right

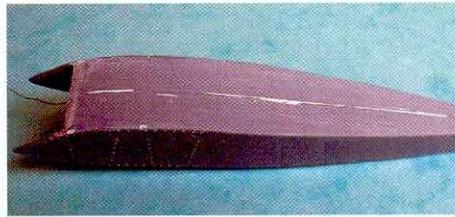


An early production Tabloid, 326 was delivered on 13 May 1914. Initially intended for No. 5 Squadron RFC it was diverted to Farnborough in July and then to the Central Flying School on 8 December 1914

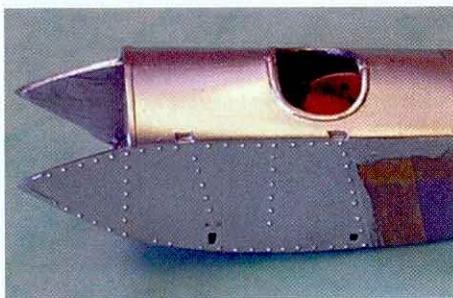
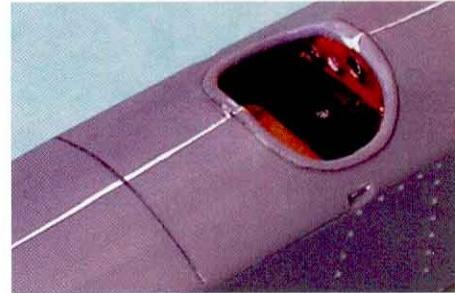
On the 29 November the Tabloid appeared at Hendon, where, in front of



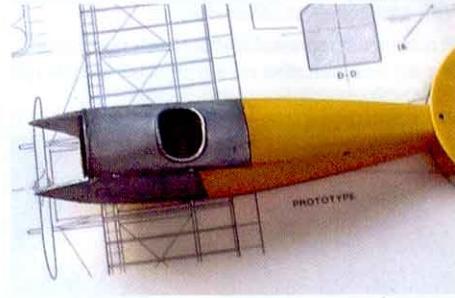
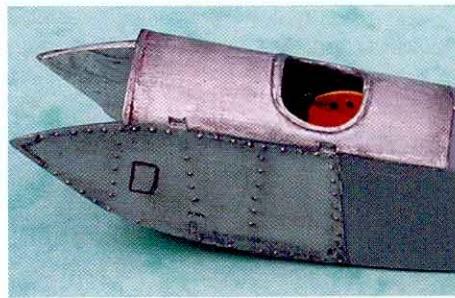
"There was a little unevenness to sort out on the underside joint"



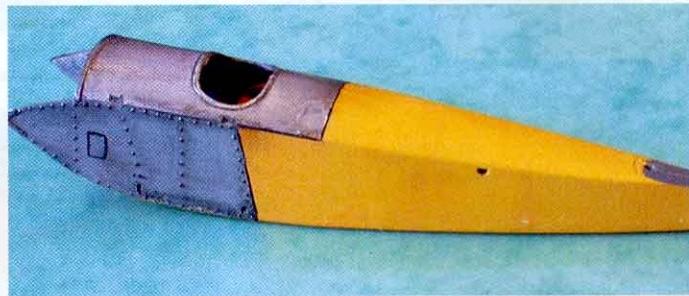
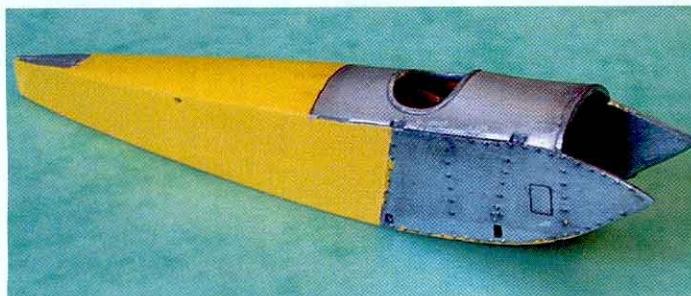
"The dorsal seam looked a bit drastic, but by the time it was tidied up with a light sanding things looked much better"



Humbrol Metal Cote polished aluminium was used to represent the metal panels around the Tabloid's nose, then weathered with graphite powder



Neil separated the elevators from the tailplane and reset them at a slight droop



Humbrol 74 natural linen was the appropriate colour for the clear-doped fabric-covered areas of the fuselage

shape but have square edges. Again, original photos convinced me that the top and undersides overlapped the vertical sides. To get this effect I used thin plasticard to overlay the float tops and undersides, allowing for a slight overhanging lip.

I painted all the floats at this point. All were first primed with Humbrol matt white to check for any blemishes resulting from the modifications, then temporarily attached to pieces of scrap and held in trusty clothes pegs for painting.

I now attached the tail float to the underside of the fuselage.

April Fools?

It was the first day of April 1914. Dawn's light on the bank of the River Hamble revealed three pensive figures watching nervously. These were Tommy Sopwith, Fred Sigrist and their boat builder friend Sidney Burgoine. The focus of their anxiety bobbed precariously against the nearby jetty. The modified Tabloid sat on a single large float, close to its centre of gravity beneath the pilot's seat, stabilised by two small wingtip floats.

Harry Hawker had been dispatched on a sales tour and was now replaced

by fellow Australian pilot Howard Pixton. His lanky figure, clad in close-fitting flying leathers, helmet and goggles, strode along the jetty. It was hard to say whether the handlebar moustache added gravity or an air of comedy to the scene.

The pilot climbed aboard and the brand new, nine-cylinder, 100 hp Gnome, brought specially from Paris, was fired up. Pixton opened the throttle. The machine surged forward. The leading-edge of the large float dug deep into the water. The Tabloid upended and in a cloud of steam and spray, sank straight to the bottom of the Hamble.

There was a moment of horror-struck silence, then Pixton's leather-clad head bobbed to the surface like a cork. A slow but purposeful crawl brought him to the bank. Divesting himself of duckweed, he hauled himself to safety.

Three days before it was due to leave for Monte Carlo, the Tabloid and its brand new engine were lost to sight in a cloud of mud at the bottom of the river.

No doubt there were red faces and even more colourful language, but all was not lost. Tommy Sopwith takes up the story:

"At daylight next morning, we salvaged the aeroplane, took it back to

Kingston by road, sawed the single float in two, built new sides and installed a twin-float chassis. We then took the aeroplane to Teddington and, without permission, flew it off, this time successfully.

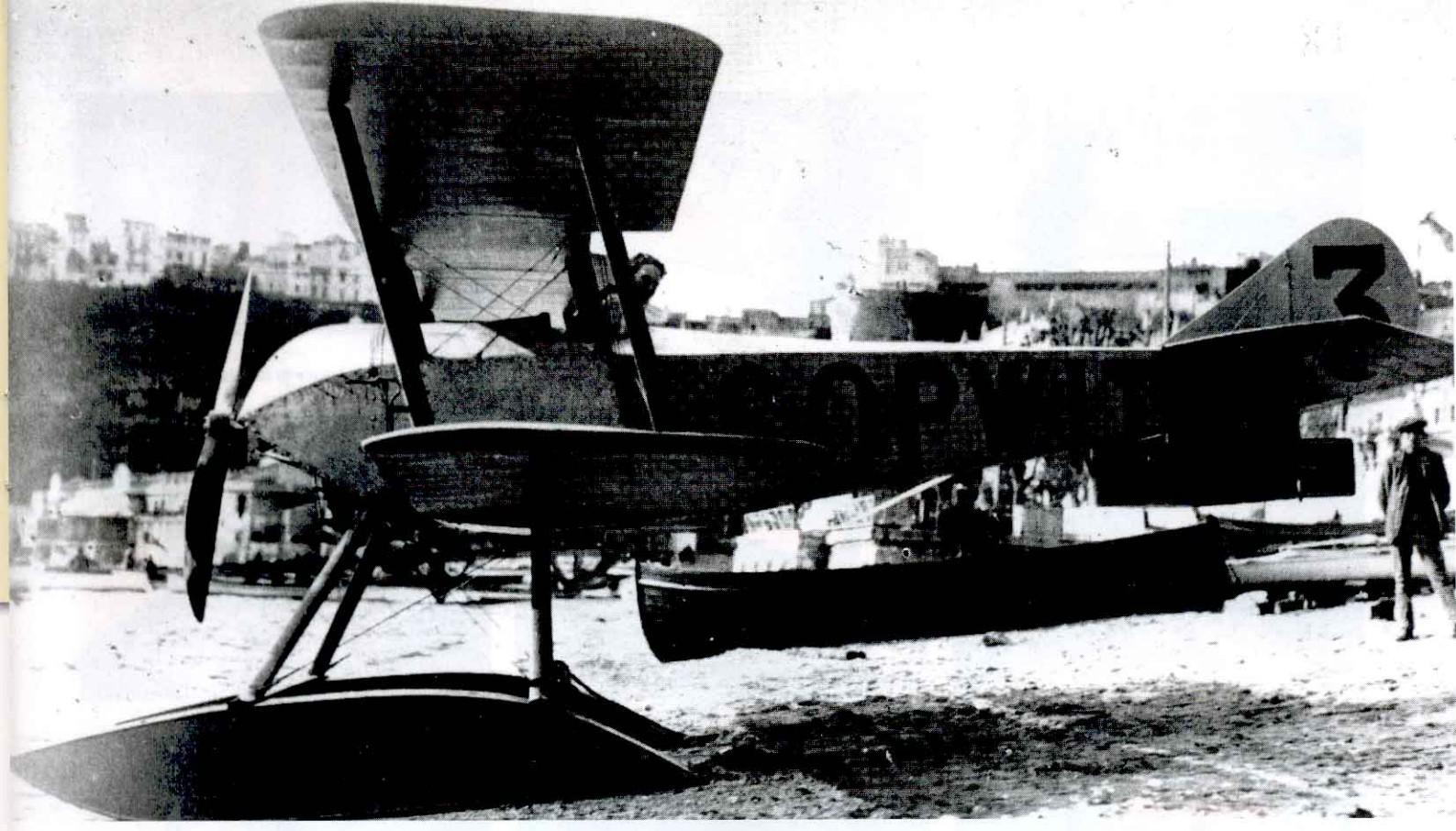
From the time it was at the bottom of the Hamble river until it was airborne again was less than three days. You could not begin to do things like this today..."

Wings

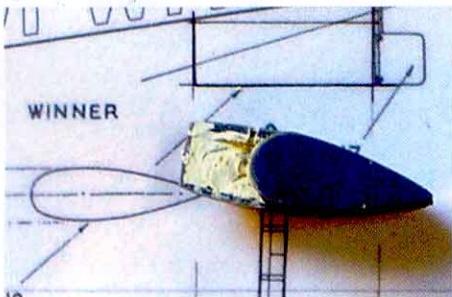
The one thing that sometimes worries me about this type of short run kit is that you do very often have to rely on butt joints. With wings this often means serious consideration of the need for introduction of some sort of spar or brass lug. In this case, close inspection did reveal locating lugs, but hardly what you'd call structural. I decided the span was small enough to risk it unsupported and cleaned paint from the locating holes and a strip of fuselage side between them, ready to receive the lower wings. I used the single-piece upper wing as a support to set the corresponding dihedral in the lower wings.

The cabane struts were removed from the sprues, cleaned up and painted. I used a simple cardboard template to set the slight forward rake of the struts. With all four struts in place, I test-fitted the characteristic Tabloid bull-nose cowl.

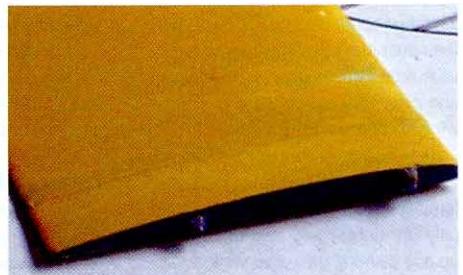
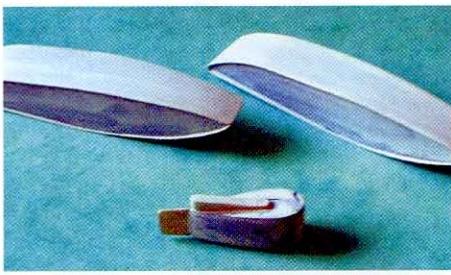
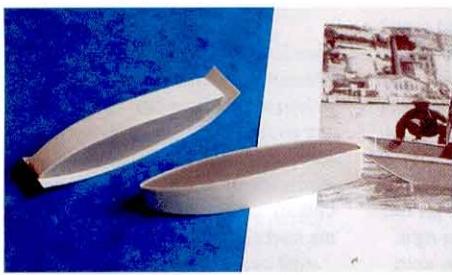




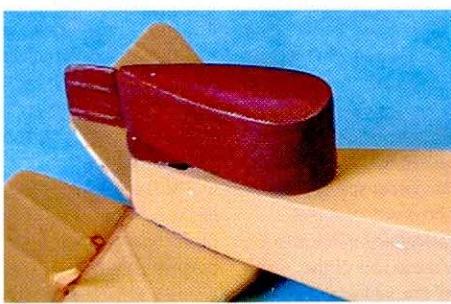
The modified Tabloid on the beach at Monte-Carlo. No beaching trolley in 1914!



Kit's tail float was modified with Milliput filler, reshaping and plasticard to more accurately represent the original



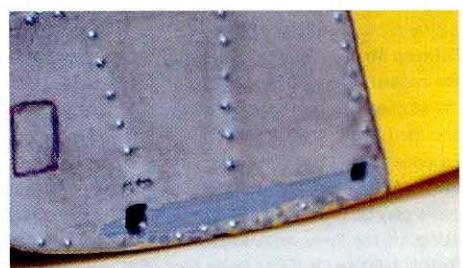
The main floats have the right shape but lack the overlapping plywood tops and undersides, which Neil reproduced with thin plasticard overlays

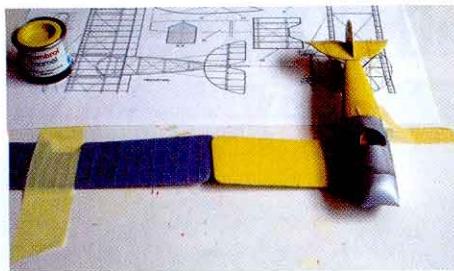


For painting, the floats were temporarily attached to pieces of scrap held in clothes pegs for painting

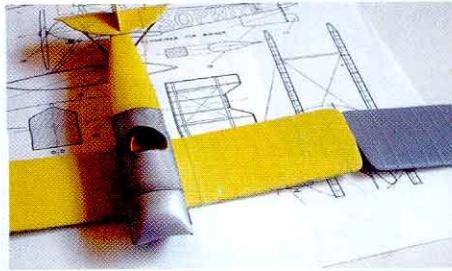
Tail float painted and installed

Close inspection revealed tiny locating lugs on the lower wings' roots, "but hardly what you'd call structural". Given their short span Neil decided not to make a supporting spar, but cleaned paint from the locating holes and corresponding airfoil section shape on the fuselage sides, then butt-jointed

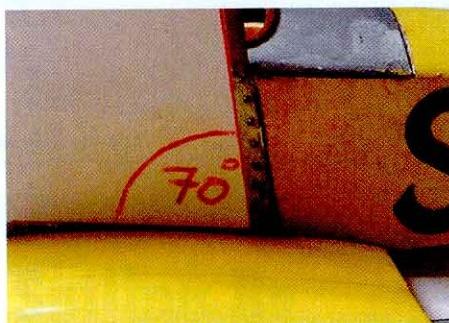




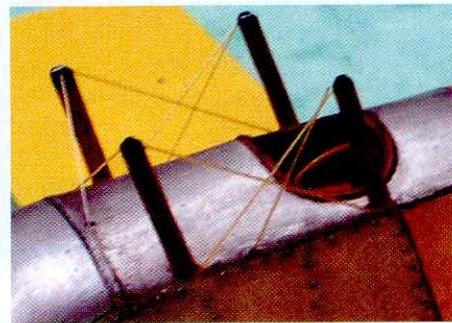
One-piece upper wing was brought into play to establish the correct dihedral on the lower panels



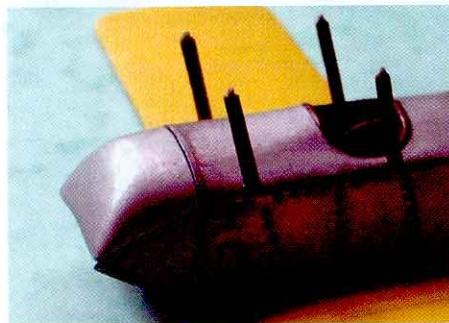
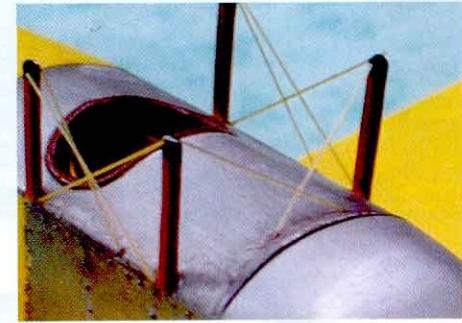
Cabane struts painted ready for installation



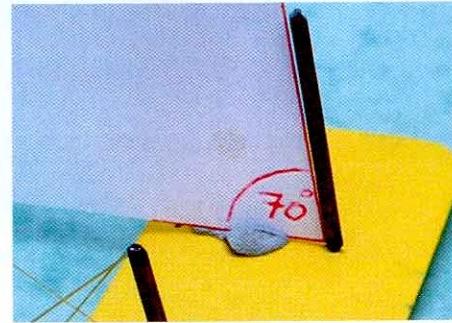
A cardboard template was used to establish the correct forward rake on the cabane struts



Cabane rigging was made from paintbrush bristles, the upper ends of the 'wires' left unattached until the upper wing was installed



Cabane struts in place and Tabloid's characteristic 'bull-nose' cowling installed



Template in use again for mounting the interplane struts



Next came the cabane rigging, using my paintbrush bristle version of the stretched sprue method. At this point the upper end of each wire was left unattached to allow for any movement and prevent distortion when the upper wing was added.

I pre-painted the interplane struts and then set them in place using the same template as for the cabane struts. With only four to fix, I was soon on to cleaning up and painting the upper wing.

Those Magnificent Men

By 18 April the Sopwith contingent was forgathered on the Mediterranean shore alongside the other magnificent men and their flying machines. Lord Carbury, with his Morane, completed the British entry.

The French had still to choose between Maurice Prévost, first winner of the contest, aboard his Deperdussin, the Morane-Saulnier of Roland Garros and the Nieuports of Dr Gabriel Espannet and Pierre Lavaesur. The Aviatik Pfeil flown by Ernst Stoeffler could only be representing Germany, alongside the Swiss-entered Franco-British Aviation Co (FBA) flying boat of

Ernest Burri. The United States was represented by the Deperdussin of William Thaw and Charles Weymann in a Nieuport. One thing which all these other nations shared in common was a look of incredulity at Sopwith's foolish audacity in entering a biplane.

Engine and Propeller

I forgot to mention previously that there is also a small etched fret with this kit. It contains seat belts, which I thought too sophisticated for this project. Also, when the engine components are gathered, there is a set of push rods for the engine front, and a prop shaft bearer to go inside the cowl.

I am rather shame-faced to admit that I had virtually finished painting the engine casting before I realised that I was looking at a seven-cylinder motor when I was supposed to be representing a nine-cylinder Monosoupape Gnome! Fortunately I found a very nice nine-cylinder resin replacement in the spares box. It gives you some idea of the diminutive size of the Tabloid when I tell you that the replacement came from a 1/72-scale kit!

With the fireproof bulkhead installed,

the new engine was fitted and the shaft support fixed inside the cowl.

The kit provides a four-bladed propeller in two sections. The easiest way to get my required two-blade prop was to glue the halves together, cut off two opposite blades and clean up the hub.

Decals

I now had to think of a way to get two large racing numeral '3s' in the right typeface on the rudder, and the word 'SOPWITH' in large tapering letters on the fuselage sides. You computer buffs may well have a ready solution to this kind of problem, but being ignorant in this area, I had to look elsewhere.

I finally hit on Hannants' Xtradecal clear decal sheet. Whilst not fit for inkjet printers, it is suitable both for painting and for my ancient photocopier, both of which I can handle.

The first step was to produce 1/48 line drawing artwork, which was photocopied onto the decal sheet. The outlines were then filled in with black enamel, and the decals then cut out, removing as much carrier film as possible before application. The carrier film was beautifully clear and thin but

rather delicate, so for ease of handling, I cut each 'SOPWITH' into two.

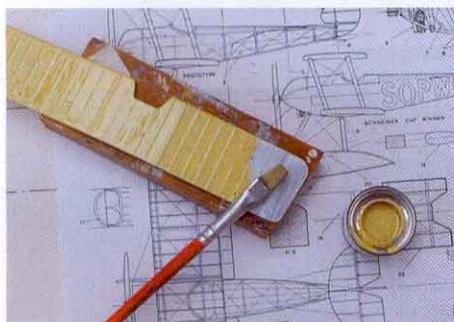
Race Day

Although the morning of 20 April yielded near perfect weather, the slings and arrows of outrageous fortune were soon at work to thin the field. Accidents in practice meant that the machines of Carbury and Stoeffler never made it to the start line.

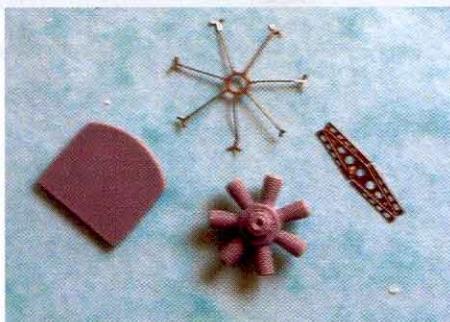
First away on the 10 km (6.21 mile) circuit to Cap Martin were the two French Nieuports of Espannet and Lavaesur. Behind them, Burri's FBA flying boat bounced into the air. Next past the Baroque Casino, in a cloud of spray, was Howard Pixton and the Sopwith Tabloid. Now the moustaches of the monoplane fraternity began to droop. By the end of the first lap, the little biplane was 13 minutes in front. Worse was in store for the single-wing machines as the rear cylinders of the new twin-row Gnome rotary engines aboard the Nieuports began to overheat. The smell of hot metal and oil was soon accompanied by terrible grinding noises as the cylinders seized, and the Gallic machines were forced to drop out.



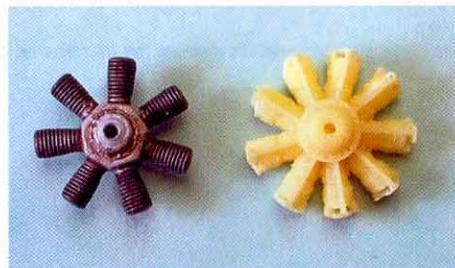
Race No 3 waits at her moorings. The imperturbable Pixton enjoys the shade of that upper wing



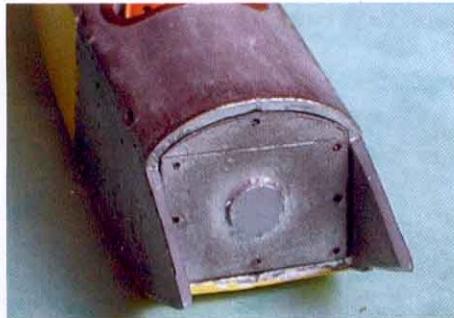
Undersurface of upper wing being painted with Humbrol natural linen



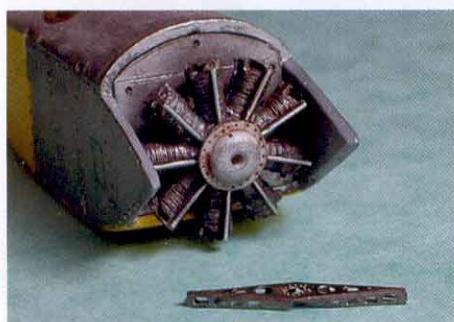
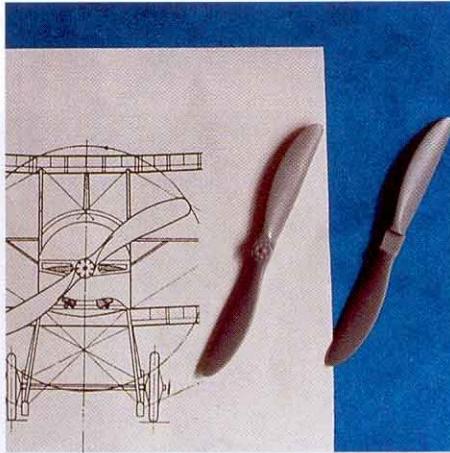
Main engine components comprising firewall, bulkhead and engine in plastic, with etched pushrods and propeller shaft bearer



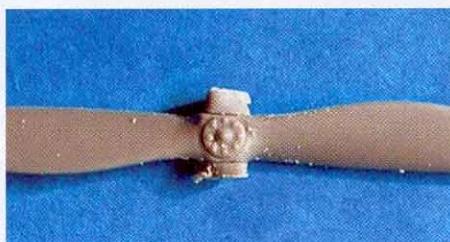
"I had virtually finished painting the engine before I realised that I was looking at a seven-cylinder item (left) when I was supposed to be representing a nine-cylinder Monosoupape Gnome! Resin replacement (right) came from Neil's spares box, but was actually a 1/72 scale item!"



Engine firewall in place

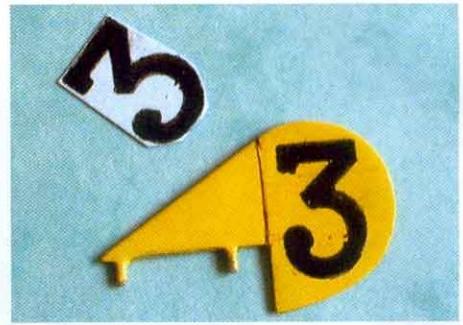
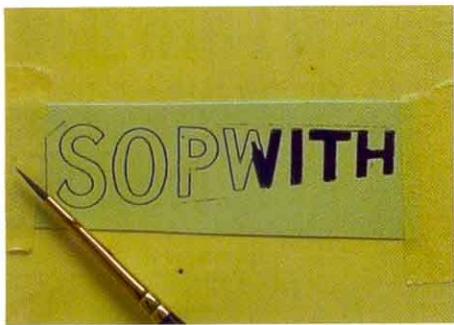


Replacement nine-cylinder engine installed, with etched prop shaft bearer in foreground



The kit supplied a four-blade propeller in two sections. To create the two-blade prop required for the Schneider machine Neil glued the two halves together then cut off two opposing blades and cleaned up the hub





For the 'SOPWITH' titles and race no '3' the first step was to produce 1/48 scale artwork, which was then photocopied onto Hannants' Xtradecal clear decal sheet. The outlines were then filled in with black enamel, and the decals cut out, removing as much carrier film as possible before application



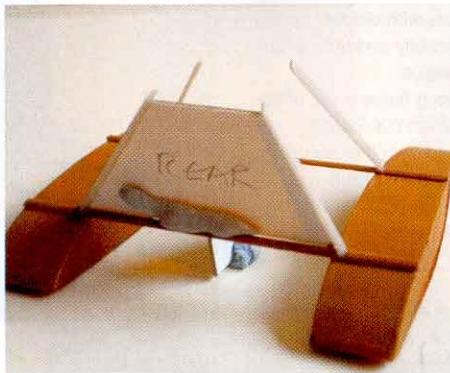
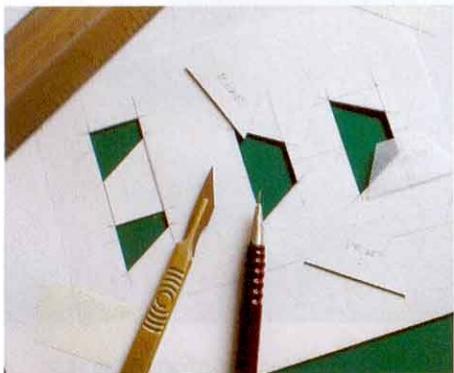
The carrier film was beautifully clear and thin but rather delicate, so for ease of handling Neil cut and applied the 'SOPWITH' titles in two parts



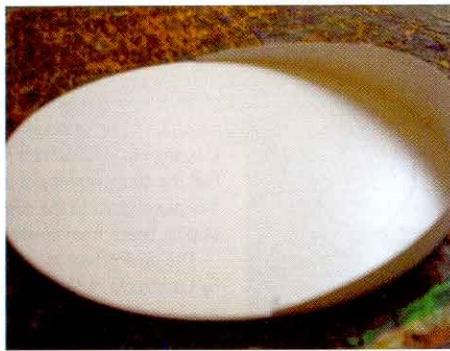
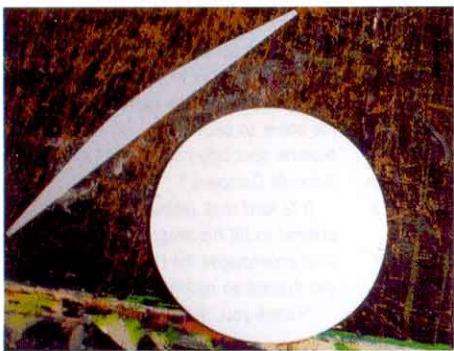
"All of rigging was done with synthetic bristles from a three-inch paintbrush — I never could stretch sprue! I stack the bristles in an old film pot and step-off the dimensions with dividers, cutting to length and carefully anchoring to the model with superglue"



Race Day! Pixton opens the throttle in front of the Casino



For the float support frame, which on this Tabloid conversion differed from production Schneiders, the kit struts were abandoned in favour of Aeroclub extruded stock. Neil made a set of card templates for the various splay angles and held these in place with Blu-Tack as the struts were fixed. When the whole 'box' was complete, the model was inverted and the float frame fitted and rigged



Constructing the base on which Neil recreated the scene from a vintage photo which showed the Schneider Tabloid sitting on the beach at Monte Carlo



But the French were not finished yet. Garros and the American Weymann hung back waiting for some disaster to befall Pixton. By lap 20 it was apparent that this wasn't going to happen and Prévost's Deperdussin and Lavasseur aboard Weymann's Nieuport, set off in pursuit. Several laps later, both had suffered engine failure, leaving Burri to plod round behind the triumphant Tabloid, to achieve second place.

Tommy Sopwith's glee was apparent:

"...after the first 50 km, the French were astonished to find the derided biplane lapping faster than their best monoplane."

Pixton took the Schneider Trophy for the first time for Britain, at an average speed of 86.75 mph. In a fitting encore, he completed two extra laps at 92 mph, thus establishing a new 300-km course world speed record for seaplanes.

Rigging

All of the rigging for this model was done with synthetic bristles from a three-inch paintbrush — I never could stretch sprue! I stack the bristles in an old film pot, then it's just a question of stepping off the dimensions with dividers, cutting to length and carefully anchoring to the model with superglue.

The float support frame is one of the major ways in which this Tabloid conversion differed from the production Schneiders, so all the kit struts were abandoned in favour of cut lengths of Aeroclub extruded stock.

I made a set of card templates for the various splay angles. These were held in place by Blu-Tack as first the front and then the rear struts were fixed. When the whole 'box' was complete, the model was inverted and the float frame fitted and rigged.



Life's a Beach!

My favourite vintage photo of the Schneider Tabloid is of it sitting on the beach at Monte Carlo. Not yet boasting the sophistication of a beaching trolley, the little machine has just been dragged up on its floats. Alongside is the rowing boat which took Pixton out to the moorings. I decided to portray the spirit of this scene in a small diorama.

I cut a circle of plasticard and a tapering piece equivalent in length to half the circumference of the circle. With this piece glued to the edge, I built up a sloping beach from plaster filler.

The rowing boat is a white metal job by Constructo of Spain, who specialise in Accesoires for Modelismo Naval, and I am grateful to Vic, of Hobby Stores, Enfield, who 'phoned round several branches to find me one.

At last, everything could be set in place.

The French were magnanimous in defeat. Le Temps recorded:

"This absolutely remarkable performance had, up to the present, never been accomplished on any hydro-aeroplane; that is why this English victory is particularly meritorious, all the more so because it was gained on a biplane specially constructed by the Sopwith Company"

It is said that Jacques Schneider offered to fill his magnificent trophy with champagne for Pixton, to which the Australian replied:

"Thank you, mine's a small Bass"

Me too. Cheers Howard!

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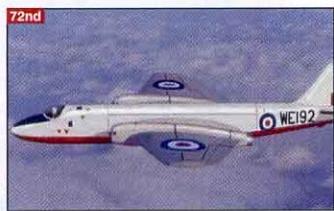
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Feathered Friend

John Wilkes builds Airshow Models' colourful Christen Eagle

On opening the sturdy box the first thing that strikes you is that all of the major resin parts are extremely well cast, with no warping and very few air bubbles. Apart from the cream-coloured resin which makes up the all major airframe components, the kit contains a multitude of mixed-media parts, each made from the most suitable material: white metal for propeller, spinner and cabane struts; lost wax cast brass for the undercarriage and cabane structure; etched metal for the bracing wires; vacformed clear plastic for the canopy; and plastic aerofoil section strut material. The extensive decal sheets providing colourful standard 'Full Feathers' and special 'Tapered Feathers' schemes are by Microscale. The basic kit is for the two-seat Eagle II. Airshow Models also

make a conversion kit for the single-seat Eagle I as flown for many years by the US-based *Eagles* aerobatic team.

Eagle Hatched

As with any kit of this type the first task is to remove the casting blocks from the resin parts. This I did in the conventional way of razor sawing the part off and then final sanding with 50-grit aluminium paper. I'm well aware of the dangers of the dust produced from resin, so I always wear a mask and Hoover the dust up as soon as possible afterwards. The way that this model has been produced



Eagle logo (Aviat)

means that there are some seams to deal with, all readily accessible with the exception of one behind the exhausts. I used a small medical chisel to remove resin flash and a medium-grit Flexi-File to clean up.

Construction follows a logical sequence and within a few minutes of completing the clean-up I was attaching the firewall-forward cowling unit to the front of the fuselage. Throughout the build of this model I used Eduard superglue, in some areas employing accelerator spray to speed adhesion time. I discovered



Christen Eagle II

Scale: 1/32nd Kit No: CE2
Price: £16.70 Decal Options: 2
Panel Lines: Recessed Type: Resin
Status: New Tooling
Parts: Resin 21, Etched 22, Metal 6, Cast
Bronze 10, Vacform Clear 2
Manufacturer: Airshow Models, 7321 120th St,
Delta, British Columbia, Canada, V4C 6P5

that the thin lip covering the exhaust was easily broken, and had to mend mine with a rebuild from Milliput. Any small air holes were carefully enlarged and filled with superglue. Using this method a little light sanding soon restores the surface and once painted no one will be any the wiser. Any larger marks were filled with Humbrol filler

References:

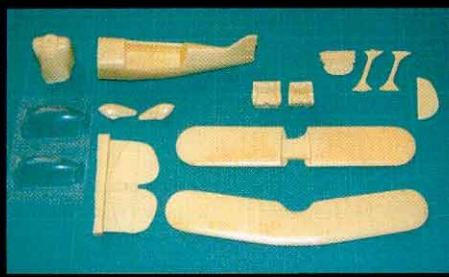
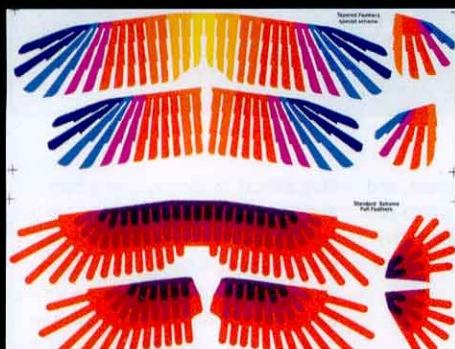
- www.airshowmodels.com
- www.aviataircraft.com
- www.cavanaughflightmuseum.com/Aircraft/Eagle



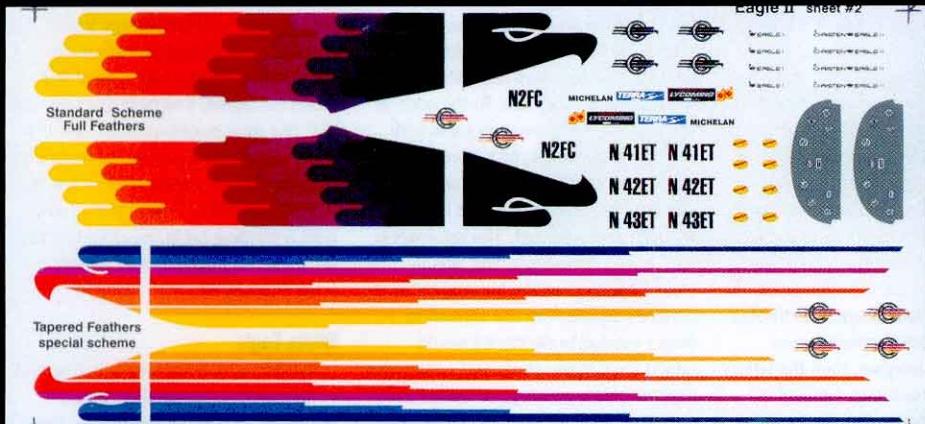
Eagle II in standard 'Full Feather' paint scheme (Aviat)



Dramatic shot of the Eagles team at the top of a loop (Aviat)



Main resin components, plus two vacform canopies. These parts are for the two-seat Eagle II



The kit includes five sheets of superb decals by Microscale for 'Tapered Feather' and 'Full Feather' schemes, a choice of N-numbers, sponsors' logos, trademarks and instrument faces



White metal, cast brass and etched steel parts are provided for propeller/spinner, undercarriage and cabane structure, and bracing wires respectively



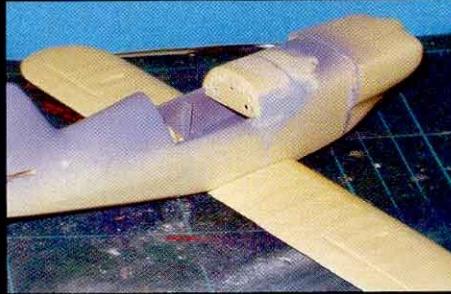
First task was to remove the casting block from the 'firewall forward' nose/cowling section and sand it flat



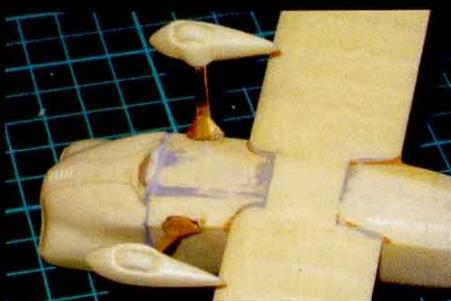
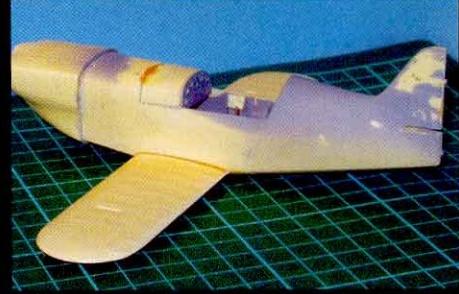
Resin 'flash' was cleaned up with a small medical chisel and (seen here) a medium-grit Flexi-File



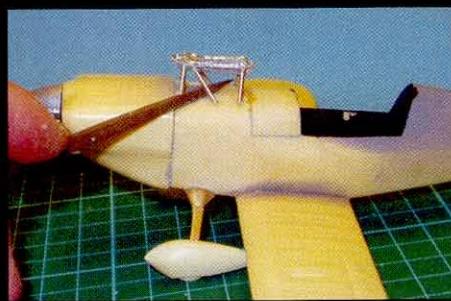
"Within a few minutes of completing the clean-up I was attaching the cowling unit using Eduard superglue"



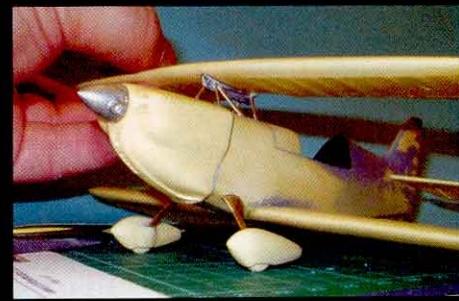
The lower wing simply slots into the fuselage and is self-aligning, "probably the best-fitting part, needing only a smear of superglue to secure"



"The cast brass landing gear legs gave huge strength without being overscale." Resin spats with integral wheels were secured with superglue



Centre-section cabane structure comprises brass struts and white-metal 'saddle' for upper wing which needed thinning to make it "fit like a glove"



Test-fitting the upper wing, which is self-aligning when interplane struts are added

thinned with cellulose thinners. This mix can be brushed on and, once dry, sanded to a very smooth surface. When attaching the cowling to the fuselage I found that careful alignment was essential, yet I still had some minor mismatching, the main problem being the exhaust slots on the rear face that need careful refinement.

With this section done a thin coat of Halfords primer served to show up any faults and these were subsequently fixed. Next came the first decision. As I wanted to build the single-seat Eagle I here was where I had to use the first part of the conversion: a cover panel that goes over the front cockpit. This was not too good a fit and some filling and sanding were needed to make the joint acceptable.

Next up was the lower wing, which simply slots into the lower fuselage and is self-aligning. This was probably the best fitting part of the model and needed only a very slight smear of superglue to secure and fill the tiny gap. Some light sanding was needed to

remove the thin mould line that runs around the perimeter of the wing, care being taken to avoid damaging the commendably thin trailing-edges.

The full-size aircraft's cockpit is fairly sparse and the model's is as detailed as the original's. I found that the separate seat with five-point Christen aerobatic harness a joy to paint, and this later just slipped into place. The resin instrument panel fascia is thin enough to lay the instrument decal behind it to produce a convincing replica. The decal was placed on a section of thin plasticard and aligned perfectly, so all that was needed was to paint the fascia before gluing them together. To avoid damage I used Protec Hydro Coatings gloss varnish and set this item aside for installation at a later stage. The throttle quadrant and control column were attached with superglue, then the whole cockpit was painted with a mix of Andrea paints and dry-brushed with lighter grey to give some relief to the surface detail. Finally, I added some of ReHeat's excellent cockpit placards

randomly around the empty spaces, and also added some small rivets with a pin dipped in PVA glue and touched to the rear bulkhead and at a couple of points on the instrument panel.

Out of the Eryie

At this stage I found that the Eagle was ready to stand on its own feet, and was pleased to discover that the cast brass landing gear legs gave huge strength without being overscale. To the ends of the legs were attached the spats with their integral wheels, all secured with superglue. These sub-assemblies simply slot into the cast holes in the lower fuselage and self-align. The tailwheel is similar and once everything was in place I lightly bent the brass to get it all perfectly square with the centreline. Now I needed to decide if I would attach the cabane struts and upper wing support before painting, or leave them until later and run the risk of damaging the painted surface.

I chose to do it before painting, and was glad I did because the struts are a

little difficult to identify, easily bent, and their mounting points were not too well defined. To the top of the three struts is added a white-metal upper wing mounting plate which also serves to help strengthen and straighten the struts. It took three attempts to get it all together and secured with superglue. The strut/fuselage joints needed some tidying up with a file where I had accidentally placed too much superglue. The next problem was that the wing mounting plate was too thick where it is supposed to mate with a rebate in the undersurface of the top wing. My solution was to thin it down with a grinding bit in my Dremmel tool. Once this had been done the wing fitted like a glove.

White Eagle

I have found over the years that several of the paints formulated for models, especially white, will yellow over time. I have also heard that Halfords appliance white doesn't, so that's what I used. To start I removed any finger grease from



John used Halfords white primer to prepare the airframe for painting, followed by the same manufacturer's non-yellowing appliance white for the top coats



Vacform canopy for single-seat Eagle I was dipped in Klear, sanded with Micro-Mesh and finally polished with car wax



John used a mix of acrylic black to run into the under-cowling air vents to give the impression of depth, and brushed dark grey onto the tyres



Microscale decal sheets are superb. "The scheme looks complex but is actually fairly simple, and judicious use of setting solutions worked wonders"

White-metal propeller comes in three parts. Here John is applying prop manufacturer Hartzell's logos



The Eagles aerobatic team (© Mike Jerram)

the airframe with a rubbing of thinners, followed by a tack cloth. These two simple processes get rid of any surface impurities before painting. After a coat of Halfords white primer I carefully sprayed several thin coats of their appliance white over the entire model, followed a couple of hours later by a thicker coat, all from the aerosol can. Incidentally, I always shake these cans until my arm aches after soaking them in hot water for a couple of minutes. The result here was remarkably shiny.

I left the model to harden for about two weeks before the next stage, and in the meantime took time to build the cockpit canopy. To remove the superb clear vacformed hood from its surround I lightly scored around the outline, repeating this several times until I could clearly see the scored lines in the plastic, then gently bent the canopy until the part snapped out of its backing sheet. I cleaned up the edges with a file and after a dipping in Johnson's Klear, sanded it with Micro-Mesh until I was satisfied with its clarity, then gave it a final spolish with car wax. The finished item was carefully masked off and its frame sprayed white to match the fuselage.

Feathers, Unruffled

The extensive decal sheets are superb, all in perfect register, and as one would

expect from Microscale, thin yet strong. The scheme looks complex but is actually fairly simple, though care needs to be taken with such large individual items. Judicious use of setting solutions worked wonders and all of the decals settled down perfectly. I cut the edge where the decal went over the canopy and tried to put it onto the canopy frame but it split. This was my fault entirely and I later colour-matched and painted the stripes on the canopy frame. I had a bit of a hard time getting the decals to settle down at the junction between elevators and fuselage. The main problem was that the decal needs to be split horizontally to fit. In hindsight I should have spotted this problem before I applied the decal, but I didn't and had to cut and remove the excess once it had dried and settled. This late fix could easily have damaged the white paint, but luckily for me it didn't.

Having done very few biplanes I was worried about wing alignment but once again I needn't have been concerned. Airshow Models' master maker has thoughtfully made this surface like the lower wing — self-aligning! This is achieved when inserting the interplane struts, as they will only fit one way and everything simply slots together, the whole lot being secured with superglue, applied in my case with the inking head



The Eagles aerobatic team (© Mike Jerram)



Two-seat Eagle II in 'Tapered Feather' scheme (© Mike Jerram)



The Eagles aerobatic team (© Mike Jerram)



The Eagles aerobatic team (© Mike Jerram)



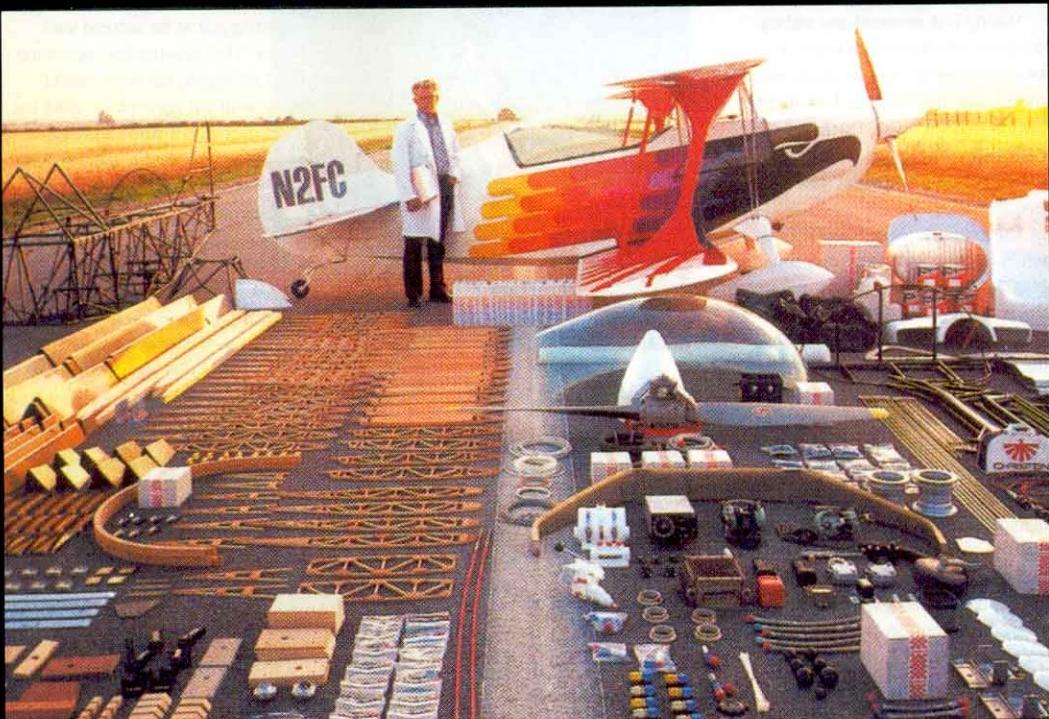
Two-seat Eagle II in 'Tapered Feather' scheme (© Mike Jerram)



Eagle History

Back in the early 1970s self-made American millionaire Frank Christensen, who was known for his inverted oil systems developed for aerobatic aircraft, made a bid for the Pitts Special range of biplanes. Rebuffed by Curtis 'Pa' Pitts, Christensen vowed to design and market his own aerobatic biplane, one that would 'Out-Pitts the Pitts', then the mount of choice for sport and airshow aerobatics. Thus was born the Christen Eagle, undeniably a Pitts lookalike, but incorporating many innovative features. The first Eagle, a two-seater, made its maiden flight in February 1977. This version, powered by a 200 hp Lycoming AEIO-360 flat-six engine, was the first to become available, as a homebuilt that comes in 24 separate kits, each enabling a specific part of the aircraft to be completed and supported by comprehensive builder's manuals. So complete are the kits that they even include a single-edged razor blade on the outside of the packaging with which to slit the tape! Average build time is around 1,800 hours. The single-seat Eagle I, powered by a 260 hp AEIO-540 engine and intended for Unlimited Class aerobatic competition, was introduced in the early 1980s. For many years Eagle Is were the mounts of the American *Eagles* display team, flown by Tom Poberezny, Gene Soucy and the late Charlie Hillard. John Wilkes' model is of an *Eagles* aircraft. Around 500 Eagles have been sold to homebuilders around the world, and kits are currently available from Wyoming-based Aviat Aircraft Inc, which acquired Christen Industries in 1991.

Eagles' team leader Tom Poberezny with Eagle I (Aviat)



There are rather more parts in the kit for the full-size Eagle than for Airshow Models' 1/32 scale replica! (Aviat)



'Full Feather' scheme (Aviat)



'Tapered Feather' scheme (Aviat)



from an old compass set.

Having first removed any setting solutions with lukewarm water, I brushed a series of Klear coats over the model after decalling, as I wanted to have a uniform finish. Once this had hardened off for a few days I polished the surface and the result was an even overall sheen.

The propeller was made from a white-metal spinner and two separate blades. Once glued together I sprayed the whole unit white, then hand-painted the blades light grey before the decals for prop manufacturer Hartzell's logo were added. Some gentle weathering was achieved with a very thin mix of Andrea black washed over the entire surface.

I used the same thin mix of acrylic black to run into the under-cowling air vents to give the impression of depth. A thicker dark grey was brushed onto the wheels once I had given them a light coat of matt varnish — necessary because the gloss appliance white paint was too smooth for the acrylic paint to grip and would otherwise have resulted in a crazed surface with the underlying white showing through. Where the exhausts exit I decided to add a small patch of bare metal foil to represent a stainless steel panel. This was a little artistic licence as I had no reference on this area, but it was logical, I thought.

Bracing the Eagle's Wings

I had been dreading this and as a result I delayed the project for a couple of weeks, but it was not such a hard task. All rigging wires are provided in etched steel and once removed from the fret they simply slot into slight indentations



The Eagles aerobatic team (© Mike Jerram)

in the appropriate areas, self-aligning and needing just to be secured with superglue. The spreader bar separating fore and aft rigging did need careful lining up with the horizontal. I used the fuselage decals as a guide and also carefully measured and compared their positioning on both sides before supergluing them in place. For the tail bracing I needed to open up some of the mounting holes with a small hand drill.

All that remained was to add some of the smaller parts and bring everything together. I made a pitot head from thin brass rod. I replaced the kit's exhaust pipes with a pair made from aluminium

tube slightly squashed at one end so as to fit into the tight little exit hole from the engine. Exhaust staining was achieved with an airbrush and the canopy was attached in the open position. The instructions note that the canopy is fragile and rarely left open on the full-size Eagle for fear of damage, but I wanted to show the cockpit open.

All in all this is a superb model, and despite being 1/32 scale is not too big. Airshow must be congratulated on the quality and effort that went into it. Well done!

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Two-seat Eagle II in 'Tapered Feather' scheme (© Mike Jerram)

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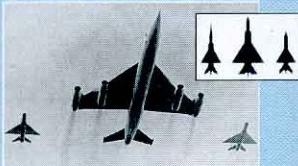
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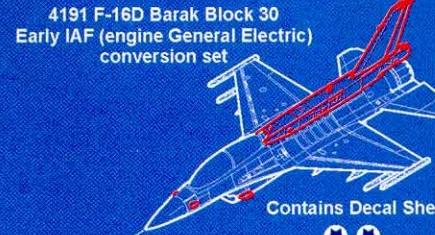
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Box art for now rare AMT kit, as built by Tony O'Toole



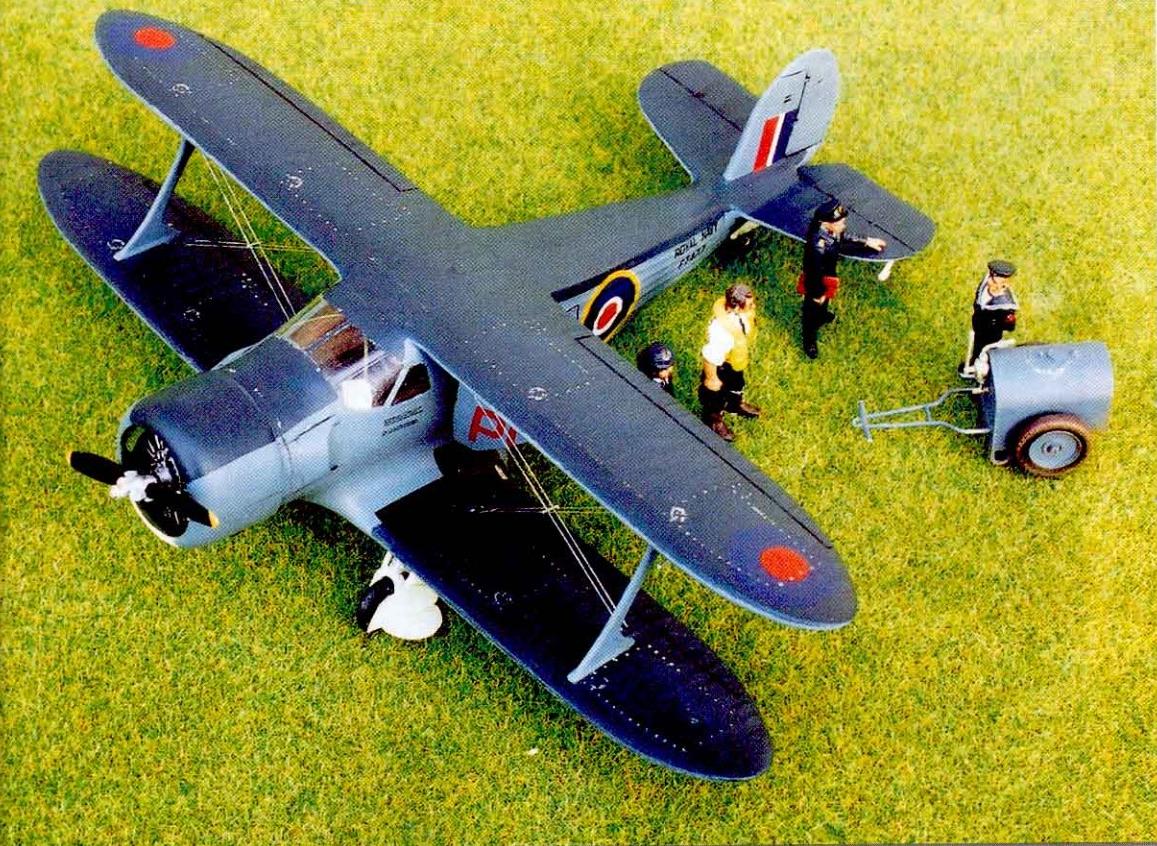
The kit was later reissued by ESCI



AMT (upper) and ESCI decal sheets. US Navy decals included in the latter are not appropriate for the G17S as kitted, for which the model would need modifications as carried out by the author for his Royal Navy Traveller I

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- Staggerwing!, by Robert T Smith and Thomas A Lempicke. Cody Publications, Kissimmee, Florida, 1979
- The Beech 17, by Peter Berry. MRAeS. Air-Britain, 1992. ISBN 0-85130-185-1
- The Staggerwing Museum Foundation Website www.staggerwing.com



Staggerwing!

Modelling Beech's classic biplane in Fleet Air Arm service, by Tony O'Toole

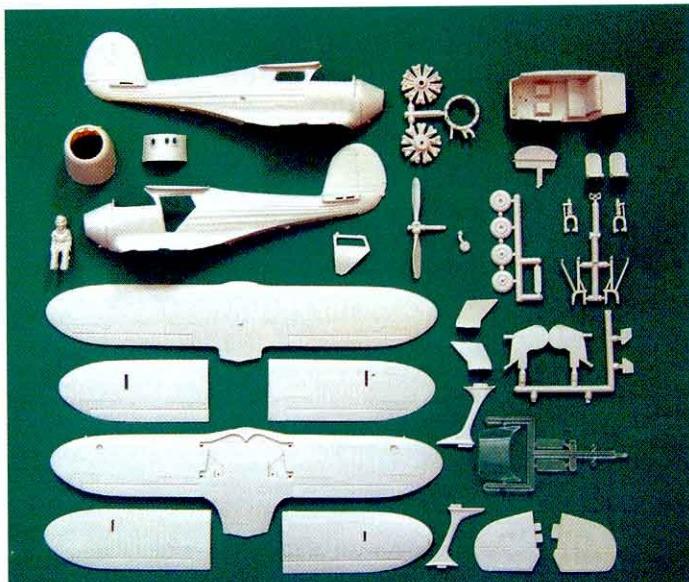
Amongst the huge number of aircraft and other military hardware received by Britain from America under the Lend-Lease Act of World War II was a military version of the iconic 1930s Beech 'Staggerwing'* biplane, a sleek, high-performance personal/executive transport. These militarised aircraft, based on the civilian Model D17S, were provided via the US Navy, who knew them as GB-2s (the US Army also had them as UC-43s), but upon arrival in Britain they were renamed Traveller Mk Is, even though a few civilian Staggerwings of various different types had already been similarly designated when they were impressed into service or bought for the RAF earlier in the war.

The new militarised Travellers started to arrive in Britain in early 1944 with serials in the FL, FT and FZ ranges, and most of the 105 that were eventually delivered went to the Fleet Air Arm, although some also went to the RAF in the Middle and Far East. They were powered by a 450 hp Pratt and Whitney R-985-SB Wasp Junior radial engine which gave a respectable maximum level speed (for a biplane) of 211 mph and a range of around 700 miles. Most of the Fleet Air Arm Travellers served with UK-based Station

Flights, Ferry Pools or Communications Squadrons, although some other units that had widely detached flights were known to have some on strength to provide comfortable runabouts to fly between them. The only overseas-based Royal Navy examples were operated by 781 Naval Air Squadron's X Flight

(781X) on the Continent between July 1944 and mid-1946 where they supported naval detachments and later the War Crimes Trials in Nuremberg.

Although well liked by the service, the end of the war meant the return of all Lend-Lease equipment, including its Corsairs, Avengers and Hellcats,



ESCI kit parts, moulded in light grey plastic. Original AMT issue was yellow



Main airframe components assembled, before conversion from Model G17S to earlier D17S/GB-2/Traveller I configuration



Upper wing clamped in place. Note long-chord cowling, deep windscreen and broad chord fin, all characteristic of the 1945 Model G17S but incorrect for earlier Staggerwings



Test-fitting replacement cowling, engine and propeller



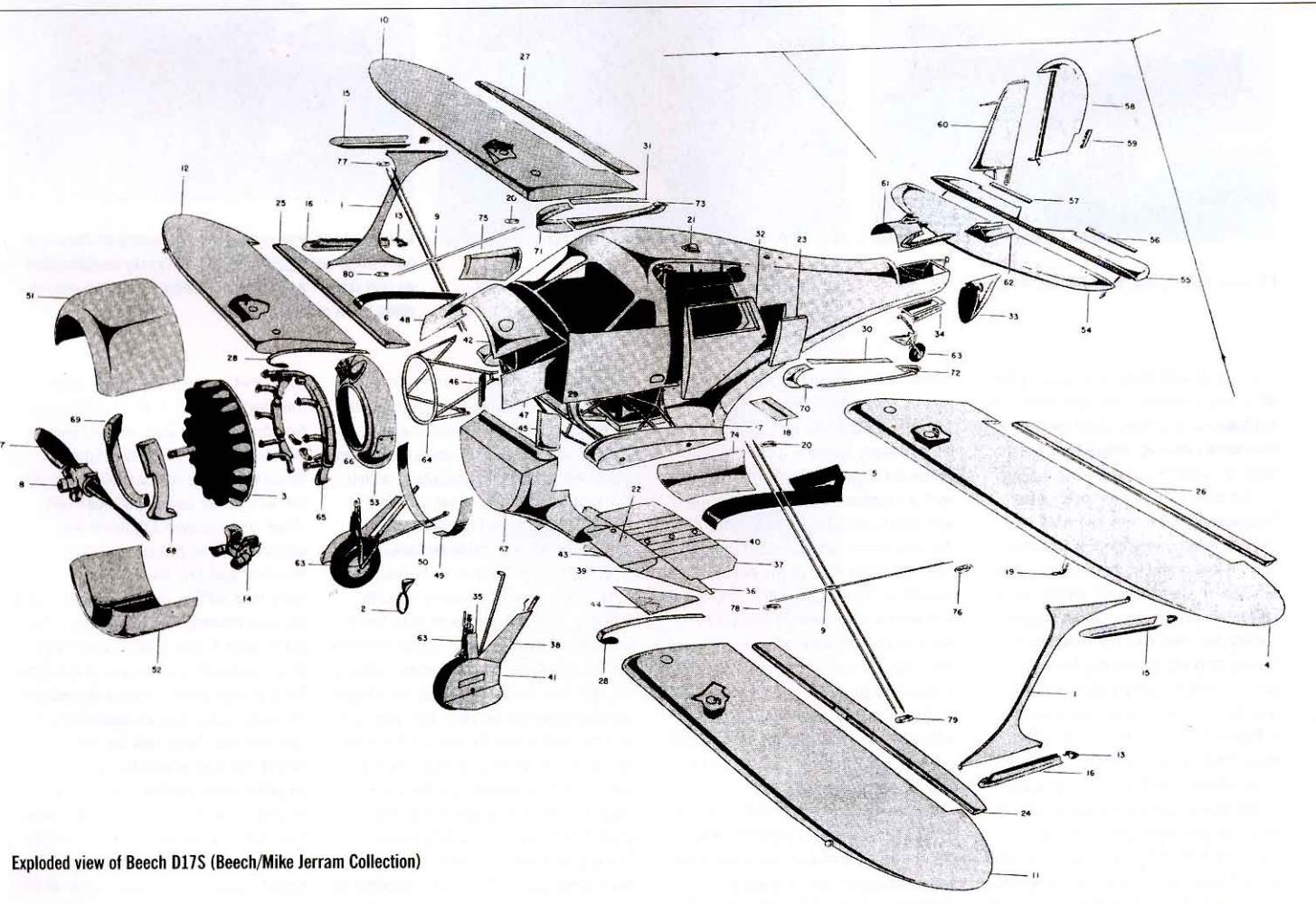
Replacement engine firewall installed, cowling and engine/propeller ready for installation, and shallower windscreen blended in with filler



Here Tony has removed the cowling back to the engine mount and reprofiled the upper area up to the windscreen with Milliput. Replacement cowling left over from Classic Airframes Lockheed Hudson and Aeroclub white-metal engine and Hamilton Standard propeller are at the ready



Cowling installed and engraved lines for redundant cooling gills filled



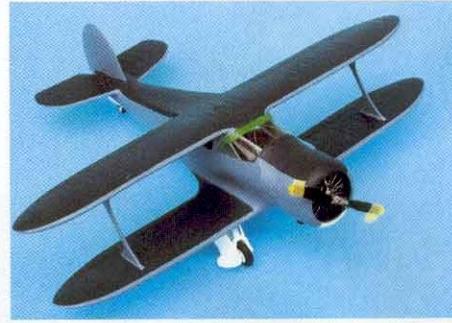
Exploded view of Beech D17S (Beech/Mike Jerram Collection)



All wrapped up in masking tape ready for Halfords white spray paint to be applied to the undersides



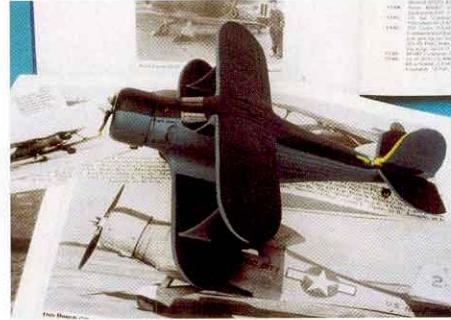
Painted model (the Intermediate Blue wing leading-edges were later overpainted) with original cowling off-cut, port side entrance door and acetate windscreen blank similar to that already installed



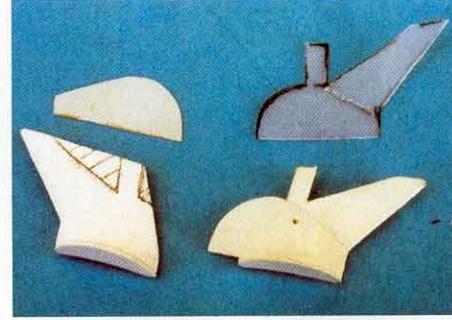
The upper part of the acetate replacement windscreen has been painted Interior Green to achieve correct shallow appearance prior to final finishing



The Model G17S as kitted had a broader chord fin than previous Staggerwings. Tony only discovered this late in the build and had to cut away and reshape the leading-edge of his model's fin to achieve the correct profile



Painted model with all modifications complete and awaiting decals, sitting atop some of the references Tony used. The actual aircraft modelled, FT477/P9B, is in the photo above the model's starboard wingtip



Tony made templates (top right) from which to cut new undercarriage doors from plasticard (bottom right), replacing kit items, which were incorrect for Traveller I



Gloss varnish applied, ready for decalling



Decals applied. Lacking correct dull red codes for 'P9B', Tony used Medium Sea Grey Modeldecals, then overpainted them using a fine brush



Finished model after application of brushed-on Polly Scale flat varnish and light weathering. Note map on glareshield on port side — a nice touch reproducing an item seen in a photo of the original aircraft

amongst others, so by the end of 1946 all of the Travellers were returned to the US Navy so that they could be sold on the civilian market, where they were eagerly snapped up by private buyers.

The only 1/48 scale model of the Staggerwing is the very old AMT kit, later reissued under the ESCI banner. Having found one of these quite scarce kits at a model show and forked out a collector's price for it into the bargain, I naively returned it to my workbench hoping to build it from the box and simply apply a military paint scheme and British markings so that I could add a Traveller to my collection of 1/48 scale Fleet Air Arm aircraft... Oh dear!

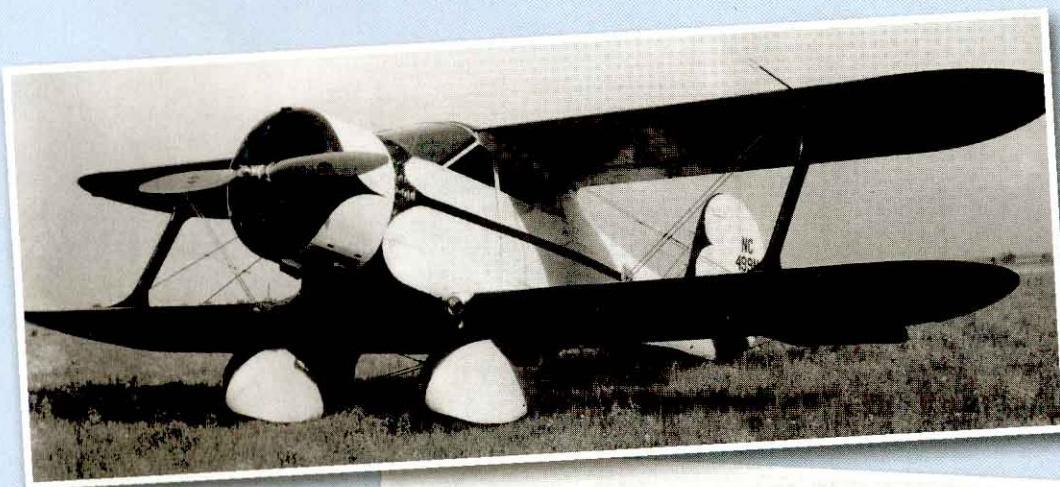
Admittedly, at first I did not have much Staggerwing reference material to hand, so I blissfully continued to build from the box until the model was all but complete. It was only then that I noticed that what I had in front of me

looked nothing like the sole picture I had of a wartime Fleet Air Arm Traveller. *Oops!* The first things that I noticed were that the kit's P & W Wasp Jnr engine was far too small, with its elongated cowling blending with the fuselage structure, and that the prominent exhausts that could be seen on either side of the nose of the aircraft in the picture were simply not present on the model. The canopy framework was also radically different and I would discover later on that the undercarriage doors and even the profile of the fin were wrong! (*The AMT/ESCI kit is of the much-cleaned-up post-war Model G17S, of which only 20 were built. Ed.*)

As the nose of the D17S/UC-43/GB-2/Traveller was much different to the one in the kit and also had a separate engine cowling I would need to completely reprofile the forward end of

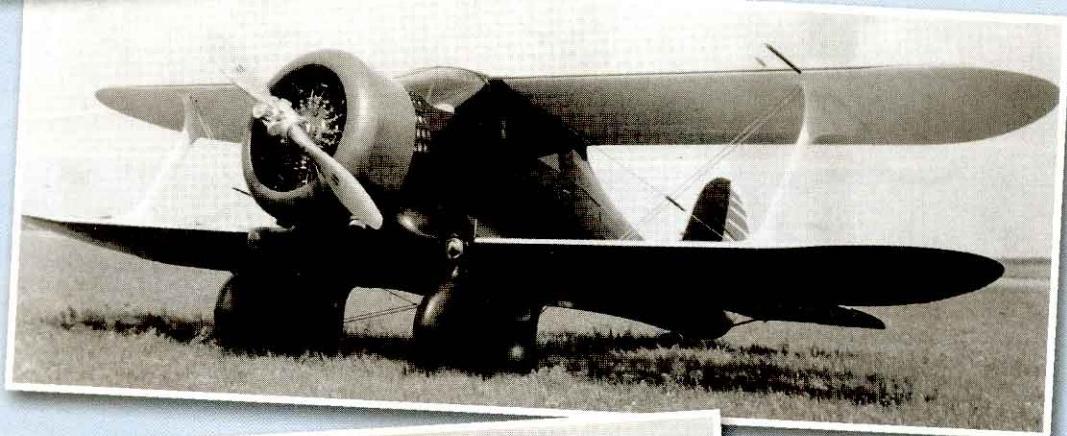
the model, so the first thing I did was to saw off the kit's smoothly fitting cowling where it was level with the engine firewall so that it could instead serve as the extended part of fuselage to which the new cowling would be mounted. Next it was time to hunt around in my spares box for a suitable replacement cowling that could fit over this extended nose, and eventually I came up with one that had been left over from the P & W Twin Wasp-engined option found in the Classic Airframes Lockheed Hudson kit, as I had decided to build the Wright Cyclone-powered version. This was not exactly what I was looking for but it was the best I could find, so this cowling was slightly reprofiled and the panel lines for the cooling gills filled. The engine itself was completely wrong, being a twin-row unit. Having nothing in my spares box to fit the bill I resorted to the Aeroclub catalogue, but the only

white-metal single-row radial engine they had was E411, a Wright Cyclone. Nonetheless, this was ordered along with the correct Hamilton Standard propeller, P406, which would replace the kit's rather basic two-blade unit. When these arrived I found to my satisfaction that the propeller was excellent and that the engine would more than suffice — it even fitted inside the new cowling without having to be cut to size! A new firewall was made from plasticard and fixed in place, then Milliput was used to raise the profile of the upper nose area so that it sloped upwards and faired into the windscreens. Whilst this was drying the engine and propeller were painted black, dry-brushed silver to highlight detail, then fitted into the former Hudson cowling. The cowling was then test-fitted to the model's nose and removed again so that it did not get damaged when the filler



The very first Staggerwing was this 420 hp Wright Whirlwind-powered Model 17R which was first flown on 5 November 1932. It was this aircraft's astonishing turn of speed while performing at the All-American Air Maneuvers at Miami two months later that prompted a commentator to exclaim, "Gee, look at that negative stagger wing Beechcraft go!" and the name 'Staggerwing' was coined. Two Model 17Rs and one each Model A17F and A17FS were the only Staggerwings to have non-retractable landing gear (Beech/Mike Jerram Collection)

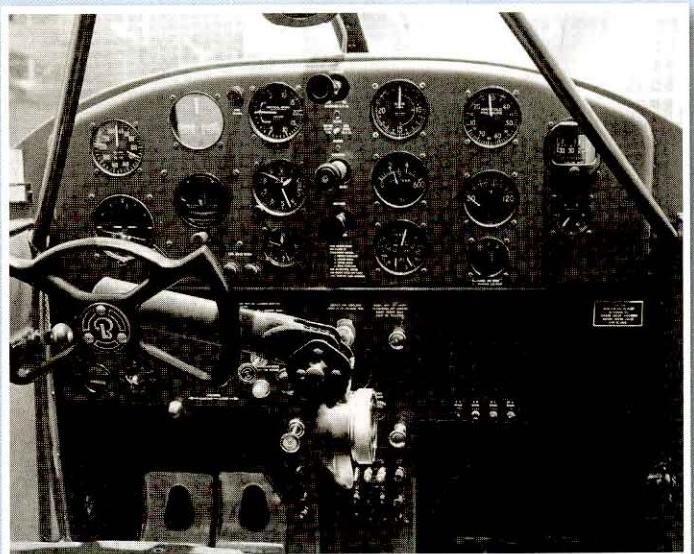
The most powerful Staggerwings were the Model A17F and A17FS, one each of which was built in 1934. This is the A17F, powered by a 690 hp Wright R-1820 Cyclone and delivered to a textile mill company but later sold to Howard Hughes. The A17FS, powered by a supercharged 710 hp Wright R-1820-F3, was built for Louise Thaden and Frank Hawks to compete in the 1934 MacRobertson England-Australia air race, but did not take part (Beech/Mike Jerram Collection)



39-139 was one of three D17Ss purchased by the US Army as YC-43 liaison aircraft based in Europe. This one was attached to the US Embassy in London and still exists (Beech/Mike Jerram Collection)



Post-war Model G17S as kitted by AMT and ESCI had new engine mount and cowling, revised windscreen shape and broader chord fin among many refinements. This was the prototype, modified from a D17S; only 20 further production Model G17Ss were built. Worth noting if you plan to displace the control surfaces on your model that its ailerons were on the upper wings only, with flaps on the lower wings (Beech/Mike Jerram Collection)



Late model Staggerwing instrument panel. Note characteristic Beech 'throwover' control wheel enabling the aircraft to be flown from either front seat. A 'T-bar' dual control configuration was also available (Beech/Mike Jerram Collection)

Staggerwing Photo Album

All photos Mike Jerram



previously applied under the windscreen was sanded smooth.

The next task was to recreate the prominent engine exhaust outlets on either side of the nose, and the only way of doing this was to make them out of more plasticard. After quite a few attempts I finally arrived at what I considered to be a fairly suitable set which I attached using liquid poly. As the windscreen had been damaged during the sanding process I decided to polish it using toothpaste, but I had a disaster as the part was so weakened by polishing that it cracked in a place that could not be hidden. After leaving the model for a few weeks to ponder a solution I finally decided to make a new windscreen using clear acetate. This was easier said than done however, but after countless attempts at cutting out the correct shape out using the original as a template, and bending it around the cockpit area, one finally fitted. It was just as well that this job occurred during the Christmas break as there was plenty of clear acetate to be found in the house from the packaging of my son's *Transformers* and countless other toys, and I used most of it up!

It was at this point that I decided to apply the US Navy three-tone paint scheme that most Fleet Air Arm Travellers wore, and not being very good at applying white with a brush I cheated by using Halfords white undercoat



Newly-built US Navy GB-2s awaiting delivery at Beech Field, Wichita in 1942/43 (Beech/Mike Jerram Collection)

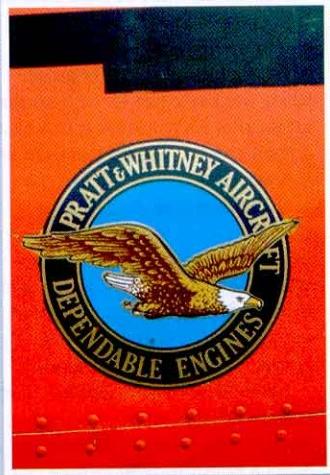
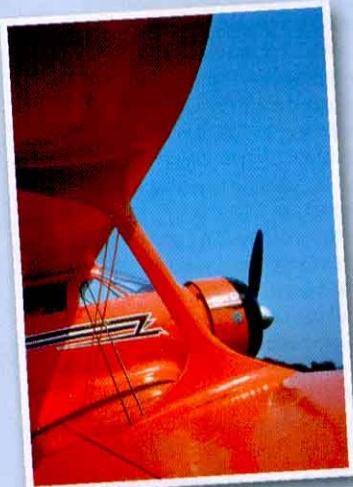
followed by appliance white car spray for the undersides. Next the fuselage sides, wing struts, leading-edges and fin were brush painted using my last bottle of Aeromaster US Navy Intermediate Blue. The tops of the wings and fuselage were finished in the same manner using Polly Scale US Navy Sea Blue, with three coats of each being sufficient to provide a good solid colour.

It was just after applying the paint scheme that I finally managed to acquire some more detailed reference material, and from this I noticed straight away that the shape of the fin on the model was wrong for this variant, as

were the undercarriage doors. There was no option but to spoil the paintwork and rectify the fin by cutting out a portion of its leading-edge and sanding it back to a more accurate shape for a D17S, to give the optical illusion that the fin leans forwards. The paintwork was then restored and was also altered when I found a picture that showed there was no Intermediate Blue painted along the leading-edges of the flying surfaces, so this was overpainted in Sea Blue. As for the undercarriage doors, these were removed and a template made using a side view of a US Navy GB-2 as reference. The kit's

doors were cut and a new curved section made from plasticard. Once these modified parts were repainted they looked very effective and were reattached to the model.

To represent the frame lines on the new acetate windscreen I used painted tape and was quite pleased with the effect. As the pre-war and WWII Beechcrafts had much shallower windscreens than the post-war model that I had now discovered the AMT kit actually represented, the upper part of the acetate needed to be painted to represent the solid roof section, so this was first of all finished in US Interior





Finished model convincingly posed in diorama setting with shirtsleeved pilot having dropped off a naval officer and a WREN, a smartly turned-out matelet acting as their escort!

Green before applying a couple of coats of the exterior colour. Using my much better reference material I also noticed that there were some highly visible pieces of framework on the inside of the cockpit behind the windscreen, and these could not really be left off the model so a couple of lengths of plastic rod were cut to size and painted with more Polly Scale Interior Green before being carefully inserted through the cockpit door with tweezers and fixed into place on the coaming using Humbrol Clearfix.

These better reference photos also highlighted the fact that there were two smaller exhausts and an air intake underneath the engine cowling, so to reproduce these a section of plastic tubing was cut to size for each exhaust to represent the prominent cuffs whilst a smaller section was painted black and inserted inside each of them as the actual exhaust pipe. A suitable air intake was found in the spares box. A DF loop from the same source was attached to the underside, just in front of the wheel bay, and then the model was given a coat of Humbrol gloss varnish ready to accept the decals.

Before these could be applied I had to find a suitable aircraft to represent, and markings to match. I wanted to depict a British Traveller carrying unit codes, preferably in the yellow characters used by many second-line Fleet Air Arm units, but they don't seem to have been the most photographed of aircraft in FAA service, and most of the ones that were snapped bore no individual markings at all apart from their serials. There is documentary evidence that many Travellers did wear unit codes, and eventually my search proved fruitful when I found a photograph in the excellent book from Air-Britain *Fleet Air Arm Aircraft 1939-1945* by Ray Sturtivant and Mick Burrow, that depicted Traveller Mk I FT477 in service with the Station Flight at RNAS Dale and wearing the code 'P9B'. The code in the picture looks as

if it was red rather than the yellow that I was looking for, but as this was the only picture of a Traveller wearing any code that I could find I decided that my model would represent this aircraft. Finding the decals was almost as difficult as finding the photograph, and locating Dull Red British codes in the small size required was almost impossible since the relevant Modeldecal sheet is out of print, with only larger codes for bombers being available. Instead I used Medium Sea Grey codes in the correct style, and once in place they were painted red using a fine brush! Finding the rest of the decals was much easier however, as the roundels came from the relevant Xtradecal sheets, the thin fin flashes came from a Corsair sheet, whilst the stencils came from my spares box.

My Traveller was almost at the end of its journey now and a couple of coats of Polly Scale flat varnish were brushed on using a large flat brush to dull down the shiny paintwork. As my picture of FT477 showed it to have a chart resting

on the cockpit sill I made one using a picture of a small-scale map that had had been used as backing to a photograph in a magazine. This was folded up and wedged into place in front of one of the previously fitted plastic rod windscreen braces.

Rigging is one of my bugbears and this usually keeps me away from biplanes. But this was one that I really want to model, and as I had spent so much time on the kit and its rigging is quite basic, I decided to represent it using elastic monofilament from Aeroclub. This material makes rigging really easy, even for me, and things are made simpler still because the kit features holes in the plastic to accept wires. To hold the rigging in place small amounts of superglue were inserted into each of these holes using a cocktail stick and the ends of the monofilament were inserted and held until the glue dried. Each of the double rigging lines was first anchored into position at one end and after that had set the monofilament was stretched out using

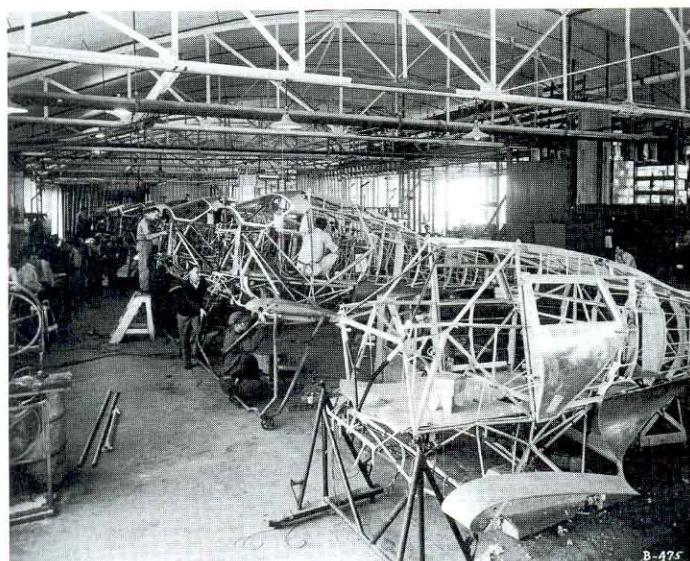
tweezers. With all three hands that are needed for this task the other ends were then held in place inside their holes one at a time until they too had set. To finish the rigging off a small section of plastic rod was cut to size and used as a spreader bar at the intersection of the 'X' where the wires meet, and everything was painted dull aluminium. This paint was also used to represent some chipping to panels and various fasteners, and to finish off the weathering the control surfaces were highlighted with a wash of mixed Payne's Grey and black watercolour paints. Oil streaks and exhaust stains were dry-brushed on the underside behind the engine.

With all of the painting finished the small mass balances were added beneath the elevators, the clear underwing landing light lenses were fitted, the cockpit access door attached and the cabin side windows were created using Clearfix.

This model became something of a personal challenge that I wouldn't let beat me but I did enjoy it, even though I do regret not cutting out the wheel well to make it deeper and not obtaining enough reference material before I started construction! However, I was quite happy with the end result and although I would never claim that it is 100% accurate, I hope that I managed to build a fair reproduction of this different-looking aircraft by making use of what materials came to hand. I'll leave you to decide!

SAMI

*The name 'Staggerwing' was never officially adopted by Beech Aircraft for the Model 17. In January 1933 the first Model 17R was demonstrated at the All-American Air Maneuvers in Miami. Such was its remarkable turn of speed that an exuberant commentator exclaimed, "Gee, look at that negative-stagger-wing Beechcraft go!" and thus 'Staggerwing' was coined.



Staggerwing fuselages on the production line at the Beech factory in Wichita (Beech/Mike Jerram Collection)



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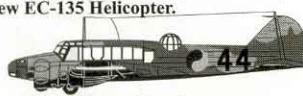
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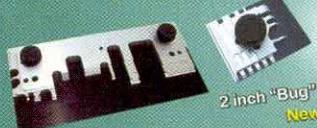
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This year's annual trip to the Leisure centre in Hinckley was a great day out for all concerned, and over 900 modellers, including dealers and exhibitors, made it a great success. With 30+ traders and a mass of club stands, East Midlands remains one of the big events in the modeller's year, and its central location should ensure its continuing popularity.

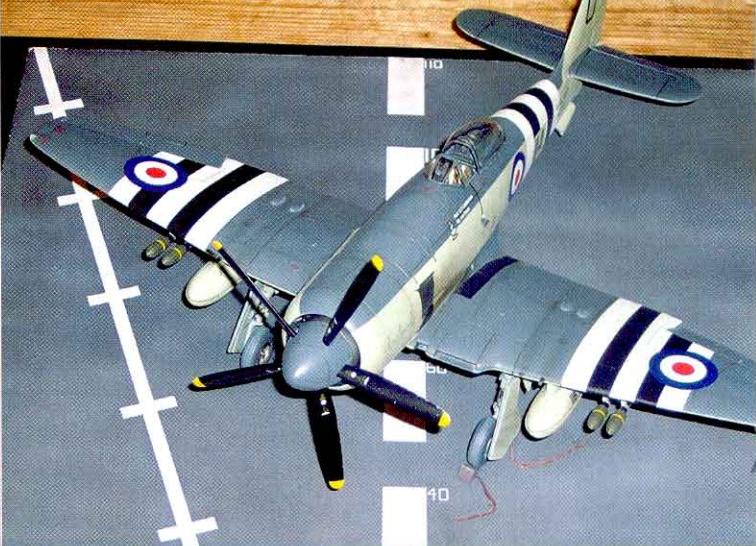
SAMI attended, in the persons of Deputy Editor Gary Hatcher and Associate Editor David Francis, who also flew the flag for the Milton Keynes Club. Mr Hatcher recalls the show fondly as the scene of his greatest triumph, when his Sea Hurricane won a third prize in its category (there were four models entered). This year he would have stood no chance, as the standards were extremely high, and all prize-winners were deservedly rewarded. Of note was the Spitfire Vb by Sam Tranter, which won the Junior Class

for aircraft, while Dominic Stevenson's Westland Wasp came second in its class. Rightly so too! Anyone even attempting the laborious, but rewarding, conversion of the Airfix Scout deserves something!

SAMI's representatives would like to thank the organisers for their hospitality on the day, for the superb organisation which saw the event run like clockwork, and their foresight in organising a model show only five minutes from the only cafe in Leicestershire that opens on a Sunday morning.

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Pictures by David Francis



This Sea Fury won a third in its class

East Midlands Model Show

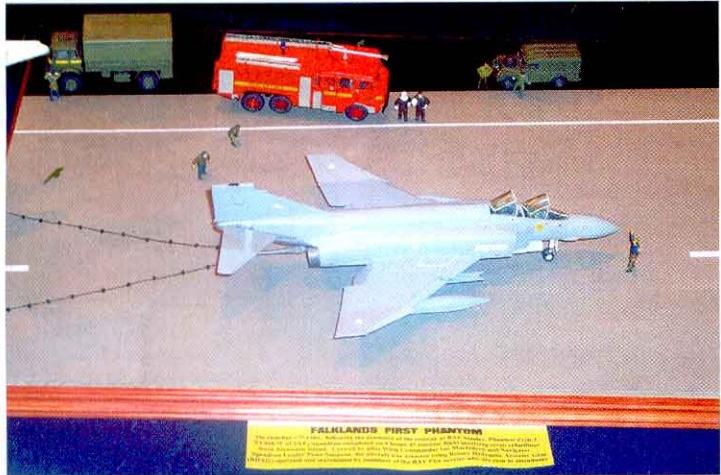
Hinckley, April 22nd 2007



What better way to spend a Sunday afternoon?



Third place in class 2 went to this nicely finished Uhu



A model that tells a story. The first RAF Phantom arriving in the Falklands...



The thin line between 'what if?' and 'counterfactualism' is frequently obscured. We like the Lufthansa one best. How about a supersonic 'Airforce One'?



Plenty of Esci kits in amongst this lot, we suspect



Nice weathering and excellent detail made this 111 Sqn. Phantom stand out



Neil Crayton's Sikorsky VS-300 won first in class 1 – Aircraft pre-1945 up to 1/72.



AC 192290
64



This was a nice co-ordinated display.

Lots of nice silver on display in the competition room



Medals and prizes await the end of the show



The Aerobatics SIG always produce a good display



Someone has been quick off the mark with an Anigrand C-17 – but where was the 1/72 Galaxy?

Letter of the Month Competition

Revell UK are offering a monthly prize for Readers' Letter of the Month.



Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Israel receives a selection of paints from the new Revell Aqua Color range.

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Readers' Feedback

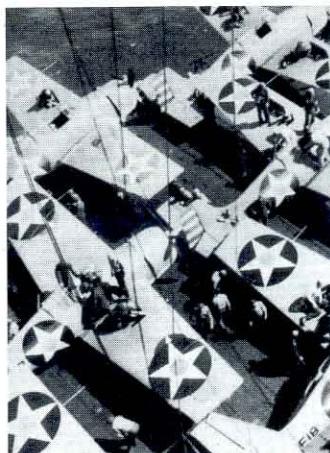
The views expressed in this column are not necessarily those of SAM Publications. Readers' address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.

**Wildcat's 'unsightly bulges'****LETTER OF THE MONTH**

The Preview of Trumpeter's 1/32 scale Grumman F4F-3 (SAM! April 2007, p.319) refers to the decal sheet as having been "misprinted".

Having looked closely at the illustration in the magazine I believe that I can identify the cause for concern as being the 'bulges' which appear on the edges of the large US national insignia markings. What these are actually intended to represent are the increased diameter insignia applied to US Navy aircraft operating in the Pacific in early 1942. These large markings were overpainted on top of the existing smaller ones, but had to be repositioned, which accounted for the semi-circular 'bulges' which then protruded outside the larger insignia. Obviously, the need for the larger



In this shot of VF-6 F4F-3 Wildcats ranged on the deck of USS Enterprise, the 'bulges' of overpainted national insignia are just discernible on the aircraft at bottom left, proving that reader Stuart Israel and Trumpeter's decal sheet are correct. Other contemporary photographs show variance in the positioning of hastily painted oversize national insignia applied to US Navy aircraft in early 1942 following the Japanese attack on Pearl Harbor (US National Archives)

markings was to improve visual identification at a critical stage in the period after the attack on Pearl Harbor.

No doubt that the design of this decal sheet could in fact lead to one assuming

that they were faulty unless they were aware of the facts.

Stuart Israel
Newport, South Wales



VF-41 'Red Rippers' F4F-4 from USS Ranger also shows large fuselage marking, which at the time of its production would probably have been applied at the Grumman factory (US Navy)

A Belfast by any other name...

I'd just like to add a bit more information about the Magna Models Short Belfast built by Robin Powell featured in the April issue. Whilst on an Air Training Corps camp at nearby Bicester back in 1971, I flew in the real XR367 from RAF Brize Norton — had 2:58 hours in it, circuit-bashing! My point regarding the Magna model is the name applied to



the nose of the aircraft. The kit decal spells it as *Hercules*, whereas it was actually *Heracles*. I managed to take a couple of black-and-white photos with my Kodak Instamatic that clearly show this. Having seen the model 'in the flesh' and meeting Robin at last year's Southern Expo I commented to him about my tale of the trip and how the flight was interrupted half way for a landing to meet the NAAFI van at a

convenient dispersal point, then resuming the flight!

Paul Janicki
via e-mail

Hercules is the Roman equivalent of the Greek name *Heracles*. Whilst all 10 of the RAF's Belfasts were originally given Greek names, could it be that Belfast XR367 carried both versions at different times in its career? Ed.



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On Target Special 3

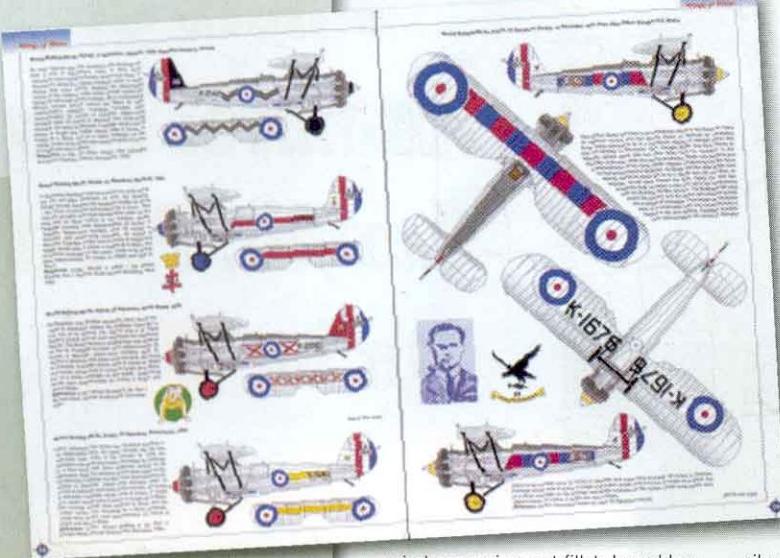
Wings of Silver: The Silver Years of the RAF 1919 - 1939

BOOK OF THE MONTH

As an enthusiast for colours and markings I am happy to assume that a kit manufacturer will have provided the parts for me to build a model satisfactorily. Thus, while I will not concern myself unduly about a

TECHNICAL DATA

by Mike Starmer and Peter Freeman
Price: £17.50
Publisher: Aviation Workshop
ISBN: 9781904643340
Format: Softback, 76pp



misshapen wing-root fillet, I would go to enormous lengths to source the correct interior colours for a Blackburn

Baffin, or to find a unit badge in 1/144 for a Tornado of AG. 51.

Consequently, The Aviation Workshop's publications are among my favourites, devoid as they are of unnecessary glimpses into the inner workings of strange pieces of machinery, but rather full to the brim with superb and informative illustrations, supplemented by practical captions which are designed to aid modellers, and not simply impress them with the artist's ingenuity.

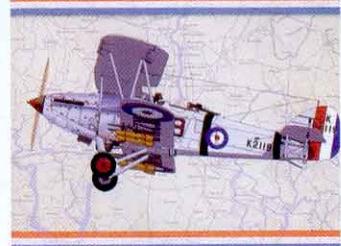
This book is long overdue. Almost as long overdue as the volume on Naval aircraft from the same era that we are advised is in the pipeline.

Covering those mysterious years between the wars when silver finishes and handsome squadron markings were the order of the day, it can only be described as a lavish

ON TARGET Special

Wings of Silver

The Silver Years of the RAF 1919-1939



By Mike Starmer
and Peter Freeman

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helping of beautiful artwork, fascinating aircraft and painstaking research.

51 4-views and over 120 side profiles tell the fascinating, but bizarrely overlooked story. Highly recommended, and as it's a limited edition get one today!

GH

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Aircraft of the Aces 76

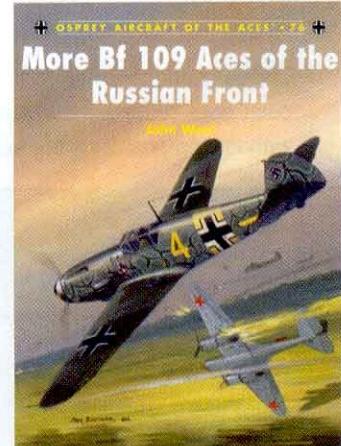
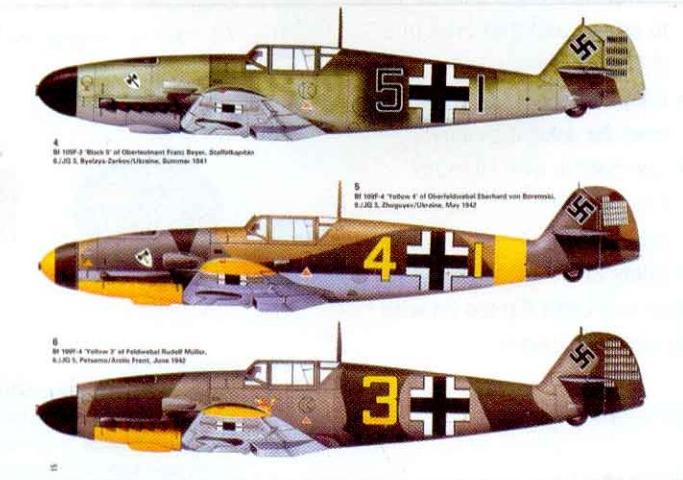
More Bf 109 Aces of the Russian Front

TECHNICAL DATA

Author: John Weal
Publisher: Osprey
ISBN: 9781846031779
Format: Softback, 96 pages
Price: £12.99

This is another instalment of Russian Front Aces, and very welcome it is too! The four-year long Eastern Front campaign fought between Germany and the Soviet Union produced not only the greatest number of aces, but also the

highest individual and unit scores ever recorded in the history of aerial warfare. An ideal complement to its bestselling predecessor, this fully illustrated volume covers the Luftwaffe fighter pilots credited with scores of between 50 and 100, every single one of them amassing a greater number of victories than the highest and most celebrated of any British or American World War II ace. Despite these huge personal totals, the names of these pilots who fought against the Red Air Force remain almost unknown to many



English speaking readers.

This book rectifies that omission, providing first-hand accounts from the combat veterans themselves, as well as never-before published photographs, vividly conveying the terrible experiences of the protagonists in this difficult theatre of war. This is yet another inspired Osprey tone, well up to the usual standards.

AE

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UH-1D

TECHNICAL DATA

by Ryszard T Kominek Price: £8.99
 Publisher: Kagero ISBN: 19054140956
 Format: Softback, 44 pp



Here we have yet another masterful little book on every aspect of the UH-1D Huey chopper, in this case a German machine. Every nook and



cranny is photographed and described, giving an ideal point of view for the modeller.

Kagero's books continue to improve, and there is no doubt that this particular item will be of immense use to modellers interested in the Huey.

Steven Cooper
www.kagero.pl

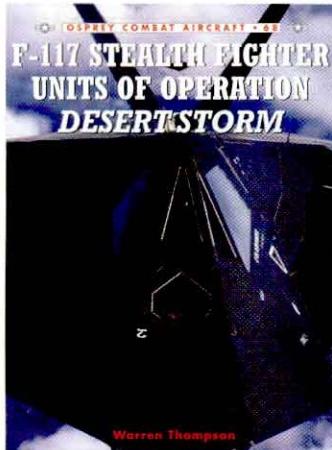
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Combat Aircraft 68

F-117 Stealth Fighter Units of Desert Storm

TECHNICAL DATA

by Warren Thompson Price: £12.99
 Publisher: Osprey ISBN: 9781846031823
 Format: Softback, 96 pp



This is one of the most fascinating stories of modern aerial warfare, and Osprey's title finally lifts some of the veil of secrecy surrounding the missions and capabilities of the F-117. During the final years of the 20th century, the most significant break-through in military weaponry was the concept of Stealth technology, and the first mass-produced weapon to utilise this to perfection was the F-117 Nighthawk. Originally delivered in 1982, its existence was officially denied until the Iraqi invasion of Kuwait, when it



entered the public spotlight over the skies of Baghdad. The book is illustrated with some excellent colour photographs of the F-117 above Iraq, and complemented by numerous personal accounts from the pilots themselves, backed up with the usual Osprey colour plates. This book is a must for any enthusiast or modeller, who wants to know more about the 'Wobblin' Goblin.'

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CD: US Navy F-4 Phantoms Part 1

This is the latest CD from Aero Research and what a good subject it is! It contains some 150 photos of the F-4 Phantom, all in colour and spanning the first few years of the Phantom's service with the US Navy.



The photos come from a variety of sources and private collections and are of good quality, as one might expect from such noteworthy photographers as Bert Kinney, René Francillon, and

Robert Lawson. This will be invaluable reference material for historians and modellers alike. I can recommend it to all Phantom lovers, and look forward to Part 2. The CD is available direct from

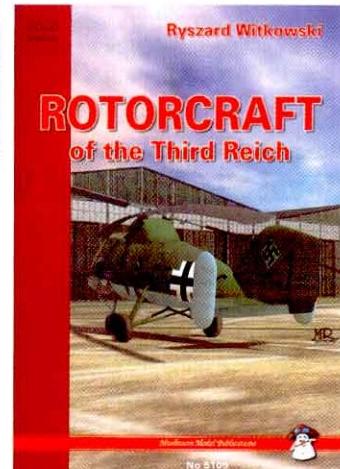
Aero Research and retails for \$11.95. Aero Research do not have a website at the moment but you can contact them at aeromodel@aol.com

Garry Prettyman
 SAMI

Rotocraft of the Third Reich

TECHNICAL DATA

by Ryszard Witkowski Price: £12.00
 Publisher: Mushroom Publications
 ISBN: 978-8-3894-5043-2
 Format: Softback, 166x230mm, 104 pp



You might have supposed that such an esoteric subject would have proved too obscure to fill a book, but you would be very much mistaken. In this, the latest in Mushroom's Red Series, author Ryszard Witkowski has collated no fewer than 104 illustrations, a number of 1/72 drawings and plans and a mass of information covering all prototype and experimental aircraft from the period.

The text is a fascinating account of the pioneering developments made in this field, and is supplemented by accounts of post-war developments based on German Designs.

The photographs alone make this

book an essential reference to anyone considering modelling early helicopters.

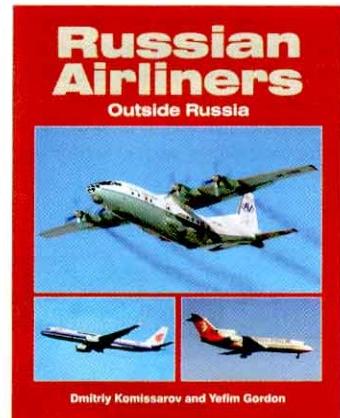
Marcus Brown

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Russian Airliners Outside Russia

TECHNICAL DATA

by Dmitriy Komissarov & Yefim Gordon
 Price: £19.99
 Publisher: Midland Publishing
 ISBN: 978-1-8578-0252-8
 Format: Softback, 280x215mm, 160pp



This book turned up at the office in the same post as a parcel from Pocketbond containing Alanger's new 1/120 Ilyushin IL-62, and with a new Tu-154 due soon from Zvezda, and the latter's IL-82 recently arrived, interest in the subject is running high, and another of Midland's excellent publications on the subject is timely indeed.

This particular volume features a mass of fascinating colour photographs throughout, with expanded captions, covering the Russian export market, and the wide variety of aircraft it has made available to the rest of the world.

Covering Soviet types as well as those from the last decade, this is a beautiful

and inspiring volume, and one that invites the modeller to look into the fascinating world of civil aviation with something other than the ennui with which so many regard it.

GH

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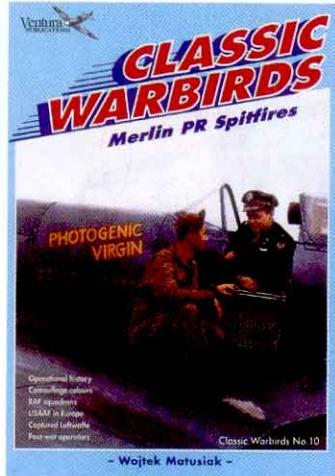
Classic Warbirds No 10 Merlin PR Spitfires

TECHNICAL DATA

by Wojtek Matusiak Price: £9.99
Publisher: Ventura Publications
ISBN: 0-958-2-2962-7
Format: Softback, 176x245mm, 64 pp

The subject of photo-reconnaissance aircraft is a convoluted one, and this book brings something to the table for both the casual reader and the Spitfire expert alike. Well-researched and equipped with plenty of black and white period photographs, this compact book tells the full, albeit little known, story of PR Spitfires and covers all variants and all theatres where the type was employed.

Some books, while eminently readable, are simply not of any direct use to the modeller. This book is otherwise, and will help to unravel some twisted threads and demystify a subject as complex and unfathomable to the



AirCraft – The Jet as Art

TECHNICAL DATA

by Jeffrey Milstein Price: £15.95
Publisher: Abrams Books ISBN: 978-0-8109-9285-6
Format: Hardback (dustjacket), 315x315mm, 104pp
Illustrations: Colour photographs throughout



When I first looked at the images in this handsomely produced volume I assumed that they were airbrush paintings of quite exceptional quality. But no. They are photographs, of airliners — and a few business jets — on landing approach with 'everything hanging out'.

So what, you say? There have been dozens of similar books published in the past (indeed this writer produced just such a pot-boiler). Not like this there haven't. Award-winning graphic artist-photographer Jeffrey Milstein has somehow managed to capture his subjects in perfect plan or profile views as they passed overhead or alongside his camera. Then he has removed skyscapes or cluttered backgrounds (and no doubt digitally enhanced the images) so that each stands on a pristine white page, frozen like an exhibit in a lepidopterist's display cabinet.

But what makes Milstein's photographs quite literally stand out is their sheer quality: every fuel stain, hydraulic leak, rain streak, lav overflow and tyre scuff is laid bare, the working innards of flap and slat housings and landing gear bays exposed. If any of you airliner modellers want some weathering

guidance you'll find it here aplenty: they're not all buffed shiny bright! Several of the images are printed on gatefold pages producing truly spectacular spreads, such as that of Virgin Atlantic's Airbus A340-600 *Indian Princess* on final in which you can even see pillows stuffed into window cavities to provide a little comfort for weary long-haul travellers.

My only disappointment with this book is that we don't learn just how the photographer took these remarkable pictures. Having once, in pre-9/11 times, spent days camped between the approach lights of Heathrow's 27R trying (unsuccessfully) to achieve similar results, I am awed by the way in which Milstein managed to capture clinically-perfect, rivet-clear plan-views of aircraft that must have been passing overhead at anything up to 150 knots.

MJ

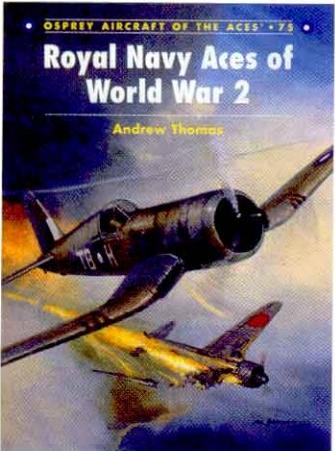
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Aircraft of the Aces 75

Royal Navy Aces of World War 2

TECHNICAL DATA

by Andrew Thomas Price: £12.99
Publisher: Osprey Publishing
ISBN: 1-84603-178-8
Format: Softback, 248x184mm, 96pp
Illustrations: Black-and-white photographs and colour artwork



The Fleet Air Arm (FAA) of the Royal Navy served with distinction in every theatre throughout World War II. From its poorly equipped beginnings — it started the war with few suitable, modern, carrier-borne fighters — to the final campaigns over the Japanese home islands, the FAA proved an effective fighting force wherever it went. FAA Pilots had the distinction of being responsible for both the first, and last, enemy aircraft to be shot down during the war. Featuring first hand accounts, combat reports, photographs from private collections and an array of colour plates depicting the range of profiles and

symbolic markings that were used, this book details the history and combat experiences of these forgotten pilots who served with such distinction for the Allied cause.

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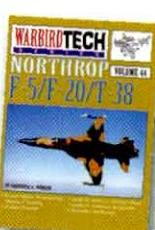
WarbirdTech No.44

Northrop F-5/F-20/T-38

TECHNICAL DATA

by Frederick A. Johnson Price: £11.99
Publisher: Specialty Press, Ian Allan
ISBN: 9781580070942
Format: 108pp, Softback

In the late 1950s, an era when some Cold War Allies still flew cast-off World War II propeller-driven bombers and fighters, Northrop seized on the need to deliver modern warplanes with modest maintenance requirements. The U.S. Air Force and Navy only marginally used the F-5, but decades of new American fliers honed their skills on the T-38 variant, a high performance training aircraft. The F-5, an all-out air



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IPMS Farnborough

Meets second Monday of each month at the Railway Enthusiasts' Club, Hawley Lane, start 7.30 p.m. Large clubroom with real ale bar, big, friendly crowd, all ages/abilities welcome. Pete Readman ☎ 0118 978 2910 ☎ www.ipms-farnborough.co.uk

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Meets on the fourth Tuesday of each month at Ransomes Sport and Social Club, Sidegate Avenue, Ipswich, Suffolk IP4 4JJ. All welcome, all modelling standards. Contact Kev Baxter ☎ 01473 832163 or Ray Challoner ☎ 01473 721850
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1/32 scale F-4E(S) Peace Jack decals

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✉ galaxy106422@hotmail.com

Foreign [Greek, Turkish, Yugoslav]

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1/72 Kendall injection-moulded Boeing

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Airfix Seafire FR.46 contra-rotating

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✉ garymcn@yahoo.co.uk

Plastic model kits and toy soldiers

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FGA.9 discontinued kit 04703 parts 32 and 33 tailpipe sections. John ☎ 54 Alcester Road, Finstall, Worcs B60 1EW ☎ 01527 877843

Canopy for 1/48 scale Revell F-84G

and Tamiya Wildcat (or parts thereof), plus instructions for Revell 1/72 Sea King Mk 41. P Robinson ☎ 2 North End Cotts, Histon Road, Toos, Hull HU12 OJA ☎ 01964 670492

HELP

Could someone please send me

photocopies of the instructions and paint/decal guide for the Revell-ESCI A-4M/N Skyhawk. Stephen Nolan ☎ 70 Hillbrook Estate, Tullow, Co Carlow, Ireland ☎ stephennolan@oceanfree.net

Looking for anyone who can help

me set up model aircraft museum. Ian Campbell ☎ 174 Rowntree Avenue, York ☎ 07727 048643

I am looking for information on the

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PEN PALS

My interests are early aviation

through to the golden age of the 30s but mostly 1914-18 era. If your interests are similar then please write to me. Graham ☎ 22 Innisfarey Gardens, Belfast, BT15 4GJ

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✉ hyzikj@seznam.cz

SWAP

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multi-media kit for Airfix Lightning or 1/32 scale Revell Hunter. 1/48 Pro-Modeler Focke-Wulf Fw 190G-2 for Eduard Fokker D.VII. P Robinson ☎ 2 North End Cotts, Histon Road, Toos, Hull HU12 OJA
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Unforgotten Falklands

Exhibition to mark the 25th Anniversary of the Falklands War. FAA Museum, RNAS Yeovilton, Somerset ☎ 01935 842638
✉ marketing@fleetairarm.com



Nationals

AUGUST

Wed 22nd – Saturday 25th

IPMS USA National Convention

Anaheim, California. www.ipmsusa.org

NOVEMBER

Saturday 10th – Sunday 11th

IPMS UK Scale Model World

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JUNE

June 1st

2nd East Anglian Model Competition

Ransomes Sports & Social Club, Ipswich. Starts 7.30 pm. Stateside BBQ and bar available. Kev Baxter
☎ 01473 832163

June 2nd

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June 9th – 11th

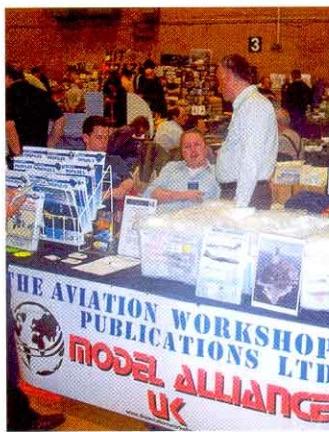
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Entertainment Centre, Sandown Racecourse, Princes Highway, Springvale, Melbourne, Victoria, Australia. Model Expo, c/o IPMS Australia Inc, GPO Box 1187, Melbourne Vic 3001 Australia. Graeme Dodd
☎ (03) 9808 0341 or Ian Vale ☎ (03) 9873 4256
✉ IanVale@bigpond.com

June 10th

IPMS East Neuk [Fife] Model Show

YMCA Hall, Bonnygate, Cupar, Fife, Scotland. 10 a.m. to 5 p.m. Clubs, Traders, Refreshments. Contact Dave ☎ 01334 652439 or Bruce ☎ 01382 543104



August 25th – 26th

Shackleton 50th Anniversary Event

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✉ www.newarkairmuseum.co.uk

SEPTEMBER

September 9th

Wombourne Aerospace & Vehicle Club Scale Model Show and Competition

The Community Centre, Church Road, Wombourne 10.00 a.m. to 4.00 p.m. For information send SAE to G Taylor ✉ 11 Holberg Grove, Wolverhampton WV11 3LE or J Turner ✉ 340 Stourbridge Road, Brierley Hill DY5 1JA or visit
✉ www.communicate.co.uk/bc/asvc/index.phtml

September 16th

Sutton Coldfield Model Spectacular

Sutton Coldfield Town Hall, West Midlands 10.00 a.m. to 4.30 p.m. Traders contact Paul Grimley ☎ 01543 481428. Clubs contact Peter Haywood ☎ 01889 578074

July 21st

Talk by Squadron Leader Jerry Pook, MBE, DFC, (RAF retd)

Ex-RAF Harrier pilot and author of the new book on his experiences in the Falklands War, 'RAF Ground Attack, Falklands'. At the Doncaster AeroVenture Air Museum, Dakota Way, Airborne Road, Doncaster Leisure Park Doncaster DN4 7FB. Starts 7.00pm to approx 10.00pm. Tickets only, in advance: £7.00 Contact Martin or Dee on ☎ 01302 761616 or ☎ 07990 764364

September 16th – 17th

IPMS Germany Show

In cooperation with the Luftwaffe Museum in Berlin-Gatow. Scale models will be displayed amongst real aircraft and other museum exhibits. Entrance free. Competition for visitors and exhibitors. 9.00 am – 5.00 pm. Further information and registration contact Frank Schirmer
✉ Landsberger Allee 98, 10249 Berlin, Germany
☎ +49 30 233 626 90
✉ Ausstellung@ipmsdeutschland.de
✉ www.ipmsdeutschland.de



September 22nd

Aerojumble and Fly-In

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OCTOBER

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October 13th

Glasgow Open Model Show & Comp

Glasgow IPMS and Miniature Armour Group Show, Kelvin Hall International Sports Arena, Argyle Street, Glasgow. Forty-two competition classes, 20 traders, 20 club and SIG displays. Contact Geoff Crow
✉ geoff.crow@east-ayrshire.gov.uk
✉ geoff.crow@btinternet.com

October 20th

Model & Aviation Collectors' Show

Fleet Air Arm Museum, RNAS Yeovilton, Somerset. 10.30 am. ☎ 01935 840565

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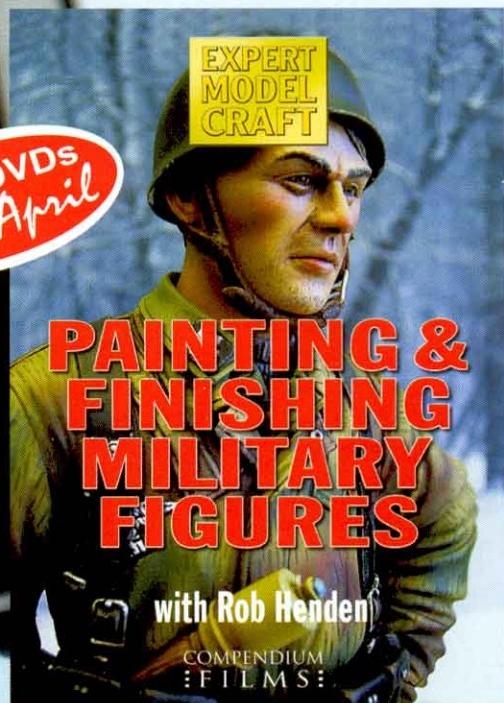
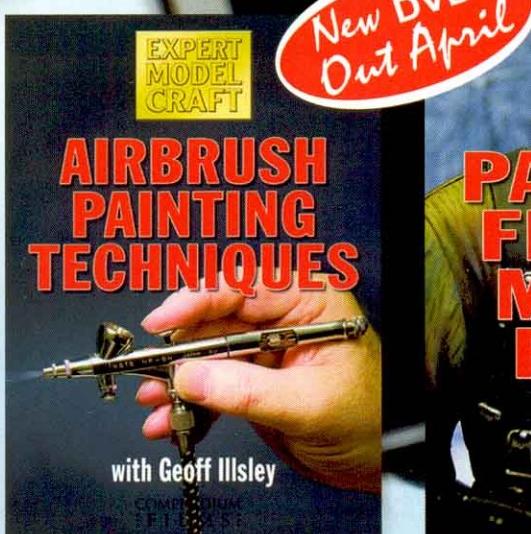
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